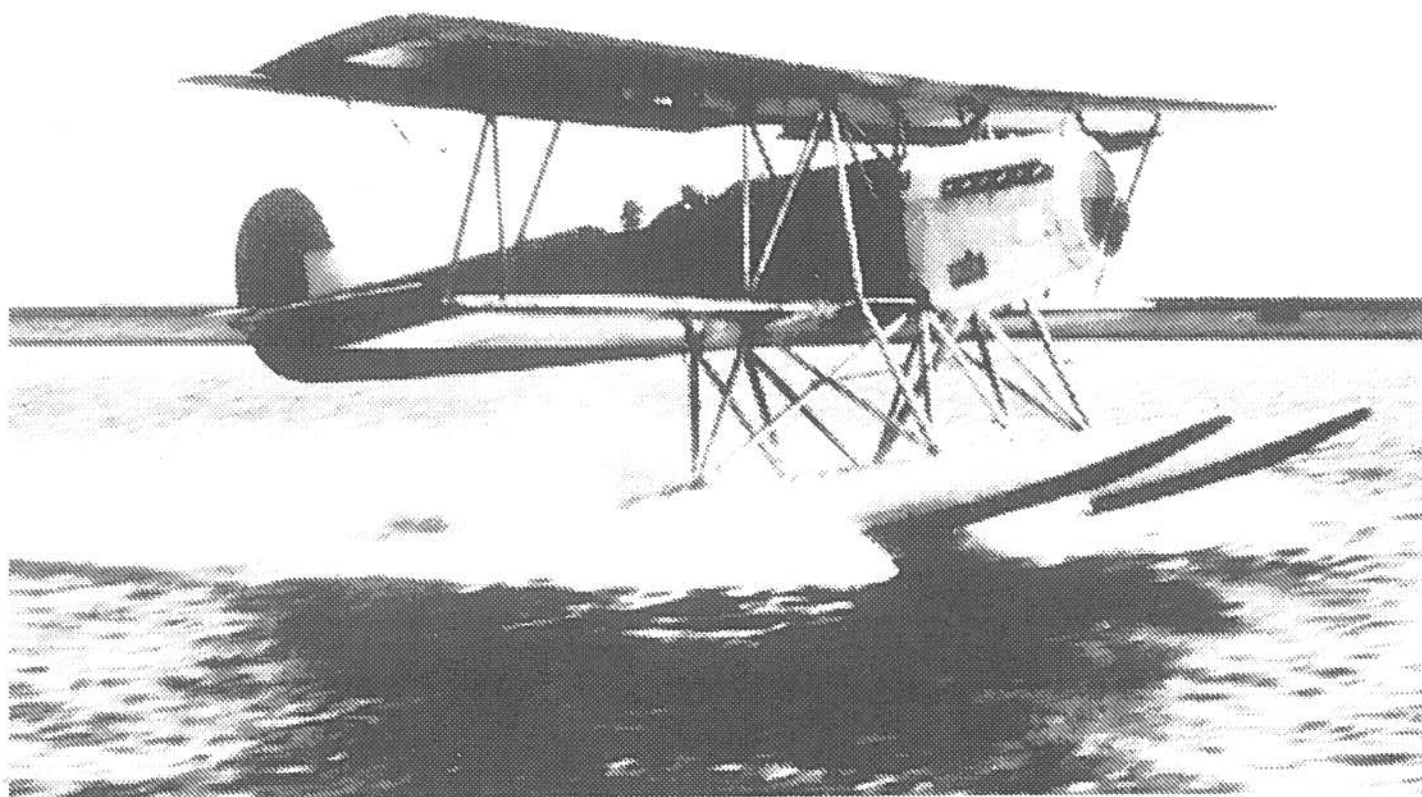


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October 2005

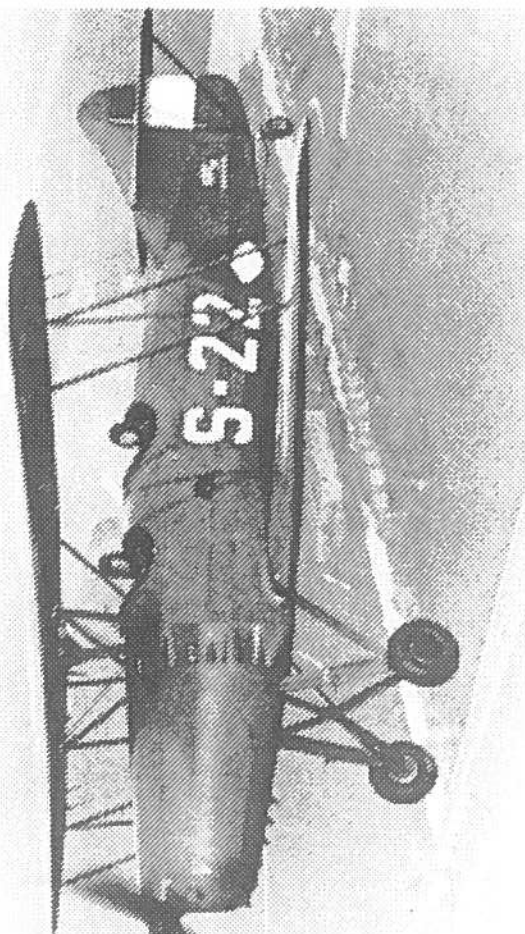
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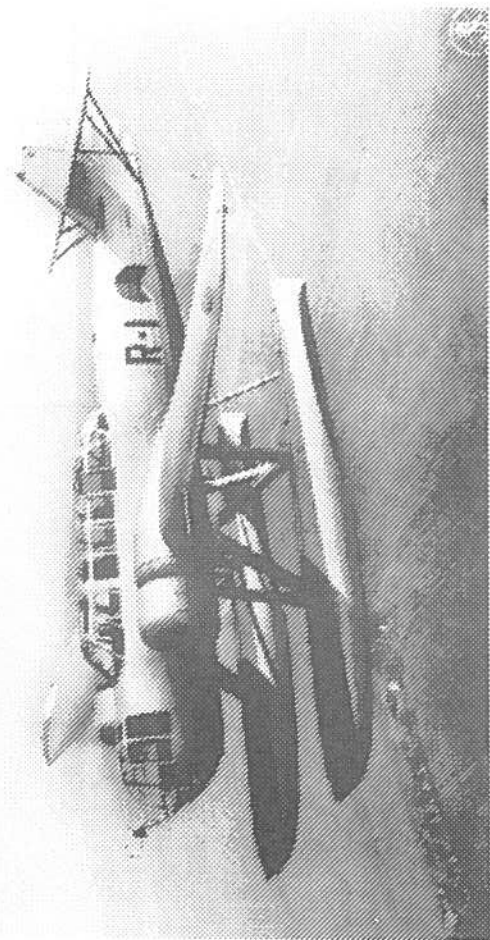
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Small Air Force Bulldogs
Central American Hueys
Korean Air Corps Jenny
Paraguayan Seabee
Gabon Skyraiders
The Riff Air Force
Chilean Hunters

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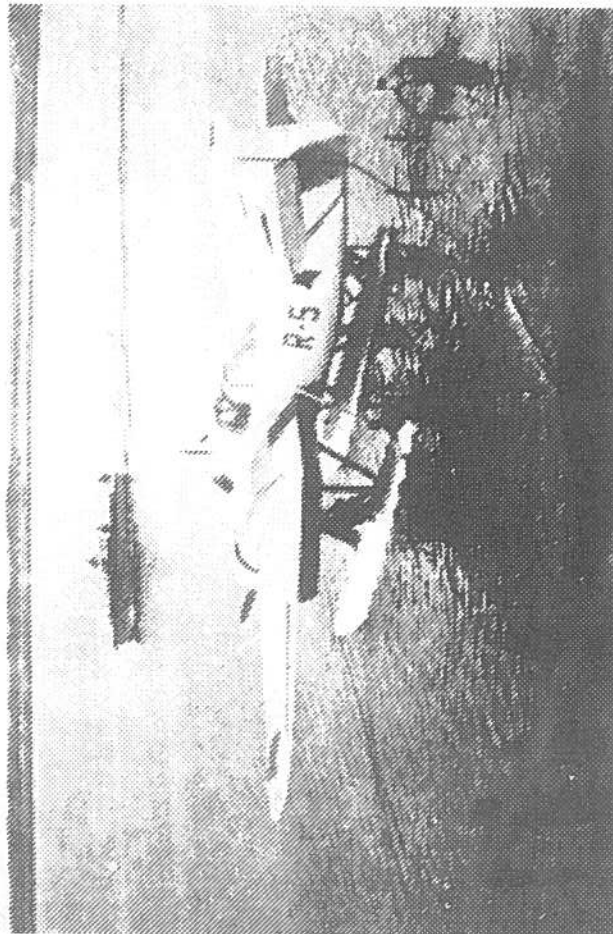
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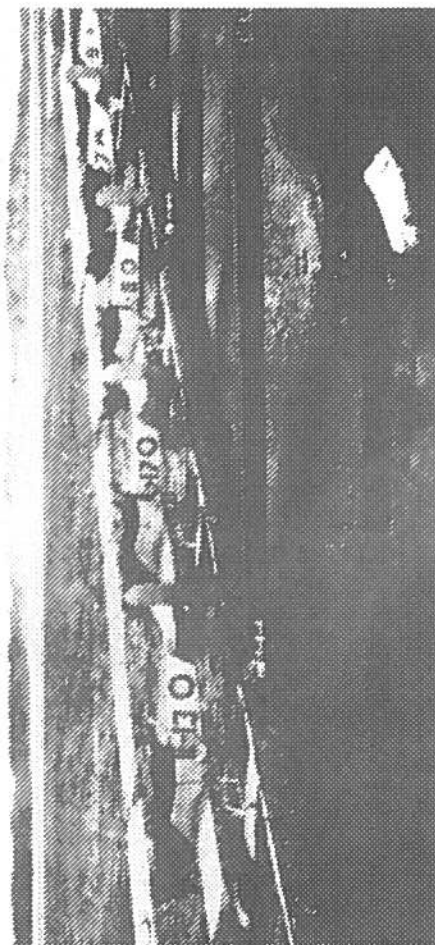
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The captions for these photos are found on page 52.

SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

E-Mail: safo@redshift.com

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SAFCH WEB SITE: See SAFO photos in color and chat with members at www.bartoli.com/safo

COVER COMMENTS: Doug Dildy continues his study of the Dutch air arms during May 1940 with the first of two parts on the Marine Luchtvaart Dienst covering the evolution of Dutch naval aviation up to the German invasion. The second part, covering action during the invasion will appear in the January 2006 issue of SAFO.

The cover photo is an evocative study of the C.5W prototype. While a huge success as a land-based multi-role biplane in the interwar years, the floatplane version of the C.5c—called the Fokker C.5W—was a failure. Here the C.5W prototype, with a 450hp Hispano-Suiza engine, makes a test take-off. Following several alighting accidents by the MLD's first example ("Z-6"), including mishaps during demonstrations before VIPs, they reverted back to their land-plane configurations.

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AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30).
2-05 (36 pages) "Bicentennial Beast: Building Contrail's Nimrod" 7 pages including 3 side-view drawings and a top-view drawing. "Milne Bay Heroes: RAAF P-40s of 75 Sqn and 76 Sqn" 9 pages including history, 3 maps, 9 side-view drawings, and top and bottom plan views. "Amiot 143 Update" one page with section drawing of interior. "Odd Bods & Invaders: Operation Handclasp 2" one page with drawing of USAF B-17 visiting Australia in 1955. "Gulf War Range in 1:72" 4 pages with conversion drawings. "Modelling Harry Potter's Knight Bus" 5 pages with conversion drawings. "British Army Vehicle Camouflage from 1938-1941 (Pt. 2)" 10 pages including 6 side-view drawings.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldf 18/214, A-1160 Wien. Write for free sample.)
2/05 (40 pages) "Fliegerkompagnie 74 J" 13 pages including 5 photos, 2 maps, 5 side-view drawings (Berg D.I.), and a color side-view drawings (Berg D.I.). "Flying the Tiger" 3 pages including 2 photos (one in color) and a list of all Austrian F-5E Tiger II. Color photos: Austrian Saab 105 and C-130K.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere).
29/4 (24 pages) "441 Mustang IIIs" 8 pages including 10 photos, and 2 pages of color multi-view drawings. "Modelling a Canadian Starfighter in 1/48 Scale" 6 pages including 13 photos of the model (2 in color).

DENMARK

NYT (IPMS Denmark, c/o Lars Seifert-Thorsen, Guldregnev 4, 4600 Koge. 4 issues for 240 DKr). Web: www.ipms.dk
#152 (40 pages) "Kaj Birksteds Spitfires - del II" 4 pages including 3 photos. "Flyvevabnets nye EH-101" 2 pages with 3 photos. "Holger!" 5 pages on specially marked Danish F-16 including 8 photos (3 in color) and a 3-view drawing.
#106 (40 pages) "Kaj Birksteds Spitfires - del 3" 5 pages including 3 photos. "Kastrup Lufthavn - befrielsessommeren 1945" 3 pages including 2 photos (RAF Mosquitoes). [Ed: The two-page English summary was missing from these issue.]

ENGLAND

THE CATALINA NEWS (Val Thomas, The Catalina Society, Duxford Airfield, Cambs, CB2 3QR, England. One year £15. Web Site: www.catalina.org.uk).
#59 May 2005 (24 pages) "The Loss of Catalina JX367" 2 pages including one photo. "The Meccano Catalina" one page including 2 photos. "The Human Dimension" 2 pages including one photo. "Lost & Found Catalina N4934H" one page including one photo. "New Colours for New Zealand PBV" one page including 2 photos. "Australian Museum project Update" one page including one photo. The usual departments: "Cat Contact Column", "Review Column", "World Catalina News", and "Photo Page".
MUSHROOM MODEL MAGAZINE (Roger Wallsgrove, 36 Ver Road, Redbourn, Herts AL3 7PE, UK. £3.95 each. Each issue has 8 pages of

color. (North American subscription agent: Wise Owl Publications, 5150 Candlewood St., Suite #1, Lakewood, CA 90712-1900. \$32.00. E-mail: info@wiseowlmagazines.com).

9/4 (28 pages) "Vampire: de Havilland versus Classic Airframes" 4 pages comparing the 1/48-scale kit to a museum example including 18 photos. "Late Corsair Cowlings" 2 pages with 3 photos, drawings of 4 different cowlings, and 2 side-view drawings of Honduran F4U-4/5. "VIP Condors" 5 pages including 8 photos and 3 pages of 1/144-scale multi-view drawings of Fw 200C. "Small Scale Detail: Part One Minicraft's 1/144th scale B-17" one page with 6 color photos of the model. "Vampire" 2 pages including 8 color and 5 b&w photos of details. "Hot off the Workbench" 10 pages with reviews of Czech Master Resin 1/72-scale Westland Wilkin NF Mk II (6 photos); Octopus 1:72-scale IMAM Ro-44 (4 photos); Special; Hobby 1/72-scale Piaggio P.108B II.Serie (2 photos); Special Hobby 1/72-scale Hawker Seahawk FB Mk.3/FGA Mk.50 (one photo); CMR 1/72-scale Franklin PS2 gliders (4 photos); Special Hobby 1/72-scale Macchi MC.200 (early series); and AML 1/72-scale Fiat G.50 Finnish (4 photos). "Book Reviews" one pages with review of "North American T-6 and Derives".

SWEDISH AIRFORCE SIG (Harold Rowell, 80 Cambridge Ave., Marton, Middlesbrough, Cleveland, TS7 8EG, England. E-mail: pauline.rowell@ntlworld.com. Subscription £5.00 UK, £6.00 Europe, £9.00 USA).

#52 2005 (12 pages) "Helicopters in Swedish Armed Service" 4 pages. "Constructing an HKP 4" 2 pages.

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Now with captions in English.
#158 2/2005 (24 pages) Nothing of small air force interest. Seven pages of color photos of models entered in the 2005 IPMS-Finland Open.

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 50 euro for 6 issues).
#146 Juillet/Aout 2005 (72 pages) "Hamilton McWhorter: premier as sur Hellcat" 11 pages including 17 photos, color cover painting, and two 2-view (top and side) color drawings (F4F-4 & F5F-3). "Quand on debloque en Bloch!" 6 pages including 11 photos and 4 color side-view drawings (MB 152). "Hawker Nimrod et cocardes rouges et blanches" 12 pages on Danish Nimrods including 24 photos, a color 3-view drawing, and 2 color side-view drawings. "Pionniers" one page with 2 photos of the 1911 monoplanes Vinet. "Le chasse terrestre de la marine imperiale japonaise (9): 'Sho-Go' [le plan de la derniere chance]" 7 pages including 11 photos and 7 color side-view drawings [NIK1 (4), A6M (2), & J1N1]. "Le Potez 391 au Perou" 5 pages on the Potez 391 in Peru including 11 photos, a color side-view drawing, and scale drawings of the 391 on floats and the Potez 49 TOE. "L'Arado 196 (7e partie)" 9 pages including 15 photos, a 2-page cutaway drawing, and 3 color side-view drawings (2 of a/c carrying French roundels). "Au pays des grands lacs et des hautes montagnes" 11 pages on early flying in Switzerland including 16 photos.
#147 Septembre/Octobre 2005 (72 pages) "Bombardier dans la tourmente!" 14 pages including 18 photos, a color cover painting, and 12 color side-view drawings [MB.210 (6) and Amiot 351/354 (6)].

"Hamilton McWhorter" (2^{ème} partie)" 6 pages including 14 photos and a 2-view color drawing of his F6F-5 Hellcat. "Un voyage a faire dresser" 5 pages including 10 photos and 3 color side-view drawings of French Loire 46. "L'Arado 196 aux couleurs etrangeres" 11 pages including 29 photos [Bulgaria (17), Soviet (2), Finland (3), Norway (2), Sweden (3), England (1), & USA (1)] and 4 color side-view drawings. [Bulgaria (2) & Soviet (2)]. Of special interest are the photos and drawings of Bulgarian Ar 196 carrying the immediate post-war roundels and the later "red star" type insignia. [Ed: We've waited patiently while many parts of this series were on Luftwaffe 196s, but this installment was worth the wait.] "Au pays des grands lacs et des hautes montagnes" 5 pages including 10 photos (MS.230, Cierva C.30, SV4C, etc.). "Pionniers: le biplane 'Danton' de Denhaut" one page with 3 photos, "Wilhelm Frankel: l'as juif du Kaiser" 11 pages including 22 photos. "Echec aux Simba" (3^{ème} partie) 10 pages on the war in the Congo including 18 photos (B-26K, DC-3, T-28, T-6, Dove, & DC-4). *L'aviation francaise en Indochine 1910-1945*. 1/2 page book announcement with 3 photos and 9 color drawings of unit insignia. "Info maquettes et livres" 3 pages with short reviews of 13 kits and 8 book. Of Particular interest to SAFO readers will be the 1/72 scale Mavag Heja II from Special Hobby, the 1/72 scale Finnish Fokker D.XXI from MPM, and the book *Ciels Imperiaux Africains 1911-1940* that cover French and Belgian aerial activities in Africa.

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlef Billig, Oranienbamm 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)
#9 (132 pages) "Baade 152 und Libelle: DDR-Flugzeugbau bis 1963" 18 pages on the Baade 152 four-jet airliner including 18 photos and two small color 3-view drawings; 14 pages on German sailplanes and motor-gliders including 33 photos and a table of types. "Hans Klemm - Pionier des Holzflugzeugbaus" 20 pages including 51 photos and a color 3-view drawing of the Kl 151. "Wachter der Meere Neu: Orion für die Bundeswehr" 22 pages on maritime patrol a/c with emphasis on the Lockheed Orion, but many other type covered. Includes 40 photos, a color side-view drawing of a German Orion, 5 small color side-view drawings of IL-38 [Russian (2), Indian (2), & Ukraine (1)]. Color photos of the Orion include Dutch, Norwegian, Japanese, Australian, South Korean, Argentine, Chilean, & Iranian. "Europas fliegende Feuerwehren" 26 pages on European fire bombers arranged by country (Spain, Portugal, Croatia, Greece, Austria, Germany, Ukraine, & Russia); includes 86 photos and 5 color side-view drawings [S-2T Turbo-Firecat (2), S-2F Firecat (1), Fokker F-27 (1), and An-2W (1)]. [Ed: There are too many type to list here, but besides the usual fire fighters, you'll find many unexpected types illustrated.] "Dogfights um Zypern" 14 pages on the aerial conflict over Cyprus during 1974 including 12 color photos (Greek RF-84F, Nord Noratlas, HU-16B Albatross, F-4E, & F-5A; and Turkish F-100F, F-5A, C-47, & S-2A, 16 b&w photos, 4 color side-view drawings (Turkish F-100D & F-102A and Greek Nord Noratlas, & RF-5A), 2 maps, Greek & Turkish Aerial Order of Battle 1974, and aircraft losses by day.

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues

DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

2/2005 (44 pages) 'Nothing of small-air-force interest.

ITALY

AERO FAN Storia di Italiane. English summary. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000. Each issue contains a multi-page English translation, #93 Apr-Gui. 2005 (68 pages) "Rolling Maps" 6 pages including 5 photos of Italian WWI a/c showing the rolling maps used for navigation [Ed: before GPS!]. "Italian Seaplanes in Spain" 27 pages including 37 photos (Macchi M.18, M.24, M.41; Savoia S.16, S.62, S.55; Cant Z.501, Cant Z.506), one map (very useful particularly for following the action around the Balearic Islands), and 4 color side-view drawings (Macchi M.18, Savoia S.62, Cant Z.501, Cant Z.506). This is a detailed account of the operations of Italian seaplanes in Spanish service both before and during the Civil War. The English translation is very detailed, describing every significant sortie in great detail including even the codes of the a/c involved. The authors and the editor are to be congratulated on presenting an important piece of aviation history. "SM.93: Prone-Pilot Dive Bomber" 11 pages including 22 photos, 2 color side-view drawings, and a 3-view drawing.

JP-4 Mensile di Aeronautica (JP-4, Via XX Settembre 60, 50129 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#7 Luglio 2005 (100 pages) "Le Bourget 2005" 8 pages with 28 photos. "Tiger Meet 2005" 4 pages with 9 photos. "Il Fiat CR.42 al Museo Storico" 2 pages including 6 photos. "Incidenti: Militari" 1 1/2 pages including 5 photos (United Emirate Mirage 2000, Italian Police P.68 Observer, & Iraqi Comp Air 7SL).

#8 Agosto 2005 (100 pages) Color photos: Chile F-16 and Brazil & Thailand military Airbus. "L'Aeronautica Militare di Cipro" 2 pages including 7 photos (Gazelle, Mi-35, PC-9, & Islander carrying blue/white/blue roundels similar to the Greek roundel, but apparently serving with the Cyprian military). "Incidenti: Militari" 2 pages including 8 photos (Oman Super Mushshak, Hungarian MiG-29, & Philippine T-41).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, c/o Rene Euhart, Bernadottestraat 133, NL-2131 SP Hoofddorp; erhart@quicknet.nl).

2/2005 (28 pages) "F-105D Thunderchief" 4 pages on building the 1/32-scale Thumpeter kit including 14 photos of the model in various stages of construction. "De Veilige Drieëenheid: De drielcilinderonseeboten van de Koninklijke Marine"

5 pages on building a 1/350 scale Dutch submarine including 15 photos of the submarine and the model. "F-5E Foto-Lighting" 4 pages on building the 1/48-scale F-5E including 7 photos of the model. "Flanders (Antwerpen) 2005" 2 pages on the model show with 21 photos of the winning models."

SPAIN

REVISTA ESPANOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) €6.90.

#60 Junio 2005 (58 pages) "Los Heinkel He 111 del K/88" 9 pages including 9 photos and 2 color side-view drawings.

Poster inserts: "BMR-600 M1.Lanzadore de Largo Alcance TOW", "BMR-600 Lanzagranadas LAG-40 SB-M1", "BMR-600 Lanzador Milan", and "BMR de Preserie (Afuste Circular de 7.62 mm)".

Booklet insert: "Carros de Combate y vehiculos de Cadenas del Ejercito Espanol" (pages 177-192) "CV.33/35" (Continued) 12 pages including 20 photos, 3 color side-view drawings, and a 2-page color 4-view drawing. "Variantes del CV.33/35" 3 pages including 4 photos and 2 color side-view drawings. "Tractor Fiat-OCI Modelo 708 CM" one page including 2 photos.

Booklet insert: "Operaciones Acorazadas de la Segunda Guerra Mundial" (page 69-84) "Rommel Contraataca" 11 photos, 2 maps, 11 color side-view drawings, and a 2-page color 4-view drawing.

#61/62 Julio/Agosto 2005 (58 pages) Nothing of small air force interest except for color side-view drawings of a Spanish Caudron G.III and a Savoia S-62.

Booklet insert: "Carros de Combate y vehiculos de Cadenas del Ejercito Espanol" (pages 195-210) "Carro de Combate T-26 Modelo 1933" 15 pages including 29 photos and a 2-page color 4-view drawing.

Booklet insert: "Operaciones Acorazadas de la Segunda Guerra Mundial" (page 85-100) "Barbarroja 1941: El cerco de Minsk" 11 photos, 2 maps, 8 color side-view drawings and a 2-page color 4-view drawing of German and Soviet armored vehicles.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$42.00 USA or \$47.00 overseas). Web Site: <www.wvlaero.org>.

#189 August 2005 (146 pages) "The Antoinette I" 10 pages including 10 photos and a 3-view drawing. "The Gallaudet Story: Part 11 -The Battle Plane and the Military Hydroplane for the US Army" 18 pages including 14 pages of drawings. "Fokker - The Early Years, Part 2" 8 pages including 9 photos. "History of Rumpler C.IV 1463/17 - Part 2" 7 pages including one photo and one map. "Aircraft" 4

pages with 11 photos. "Museums/Organizations" 12 pages including 24 photos. "Times Tarmac" 3 pages with 5 photos. "Film" 4 pages including 6 photos. "Drawings" 15 pages (Spad XIII, Lohner J/JC, & DH.6). "Models" 14 pages with 54 photos. "Publications" 15 pages. "Letters" 7 pages. [Ed: Although WWI Aero seldom carries articles of direct small-air-force interest, it's a great "read". I always sit down and read it cover to cover.]

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$42.00 USA or \$47.00 overseas). Web Site: <skywaysjournal.org> [Ed: This is a new website. Check it out. You'll find scale drawings of a Colombian Bellanca 77-140 Bomber and color posters that you can print out.]

#75 July 2005 (84 pages) "The Stinson Model A Trimotor Airliner" 15 pages including 6 photos and 8 pages of scale drawings. "The Curtiss-Wright Model 16 Series" 11 pages including 16 photos [US civil (6), Brazil (3), Ecuador (2), & Argentina (5)]. "Reproductions and Restorations" 4 pages with 11 photos of the Golden Eagle Chief. "Details: Berliner-Joyce XP-16/Y1P-16/PB-1 Two-Place Pursuit" 13 pages with 30 photos and a 3-view drawing. "Cockpits: Berliner-Joyce XP-16/Y1P-16/PB-1 Two-Place Pursuit" 3 pages with 4 photos. "Bonney's Gull" 5 pages including 11 photos. "Models" 3 pages including 3 photos. "Aviation Movie Publicity Stills: Keystone Bombers in the Cinema" 2 pages with 4 photos. "ID UNK (Identification Unknown)" 2 pages with 6 photos. "From the Members" one pages including 2 photos (Pitcairn Autogyros). "Skyways Reviews" 3 pages.

ESM 72 (Model-Aire International, 38 Prince Royal Passage, Corte Madera, CA 94925. E-mail: maiesm72@aol.com. Web site: members.aol/Maiesm72/maiwebpg.html.)

Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

Vol. 8, No. 4 (pages 173-234) "Aircraft by Manufacturer" 30 pages from RK Modelle to RV Resin. Aircraft Updates: "By Kit Manufacturer", "By Manufacturer", "Armament", "Canopies % Turrets", "Conversions", "Engines, Cowlings & Props", "Ground Equipment", "Interiors", "Landing Gear", "Odds & Ends", "Wings & Control Surfaces", "Underwing Stores", "Civilian Aircraft", "Floatplanes, Flying Boats & Seaplanes", "Gliders & Sailplanes", "Helicopters, Autogyros & VTOL", "Rockets, Missiles & Spacecraft", "Training Aircraft", "Transport and Utility Aircraft", and "WWI Aircraft". Other Updates: "Vehicle", "Vehicle Parts & Accessories", "Railroad Locomotives & Rolling Stock", "Artillery", "Ships & Boats", "Figures", "Structures", and "Terrain & Diorama".

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"I have been asked to help a project to collect a picture postcard from, and with a view of, every capital city in the world! This is not easy (think Pyong Yang or Niamey), but I would like to help. Many SAFCH members live in or near such a city and a quick card addressed to me would be appreciated."

John Cochrane (SAFCH #905), 6 Somerset Road, Brighton-le-Sands, Liverpool L22 2BJ, England.

"I have been asked by the family of Francis H. "Diz" Dean (author of "America's Hundred Thousand" from Schiffer) to complete his monumental book with the working title "Curtiss Fighters 1917-1948". Needless to say, anything of SAFO interest should be included in case anyone out there has anything they would like to donate to the cause. I am doing this gratis for the benefit of the family; Diz died suddenly about three years ago. He was a Curtiss engineer and a true authority on the subject."

Dan Hagedorn (SAFCH #394), 13125 Pennervue Lane, Fairfax, VA 22033, USA. E-Mail: danielhagedorn@cox.net

For Sale: "Flying Dragons: The South Vietnamese Air Force", by Mikes. Published by Osprey in 1988. \$25.00. Also available: "Rhodesian Air Force: The Sanction Busters", by Winston Brent. \$20.00. Contact the editorial office at safo@redshift.com or 27965 Berwick Dr., Carmel, CA 93923, USA.

Abd-el-Krim's Air Force

Inigo Artamendi

After years of being one of Spain's best friends of Spanish rule over the northern part of what today is Morocco, Abd-el-Krim, leader of the Beni Urriagel, began a furious uprising in his homeland west of the Spanish town of Melilla in the rocky and mountainous Rif region. In July 1921, his tribal, rag-tag forces smashed a regular and supposedly well-equipped Spanish army at Annual, shaking the very structure of Spanish society.

National pride and economic interests required the prosecution of the war to regain control of the lost areas. The Spanish Army called to its aid the Air Branch. In the panic after the debacle at Annual, the Aeronautica Militar Española (AME), which had received its baptism of fire in the skies of Morocco, sent almost all its planes to bases around Melilla. These Spanish Escuadrillas provided valuable aid in close support, photo recce, air mapping, and soon terror bombing of Riffian hamlets. Innovative services by the AME included flying in supplies to besieged "blocaos", small garrisons, often on hilltops, that were the main feature of the land campaign. As water was usually in short supply in the blocaos, the AME dropped ice blocks to the garrisons.

Despite high losses due to slow, low-level flying that made the planes vulnerable to the fearful marksmanship of the Riffians, the AME controlled the skies and the impact of the "Flying Machines" on the morale of the fearless Riffians, usually superior in fighting spirit, weapon skills, and terrain knowledge over the half-hearted Spanish conscripts, was high.

Abd-el-Krim, with his Western education, was fully aware of the possibilities of modern weaponry. He understood the value of modern artillery and planes. He proclaimed the Republic of the Rif and tried to organize his tribal forces as a regular force. He organized his artillery under French and German mercenaries, and began to consider a means of retaliation for the attacks of Spanish aircraft. A Riffian Air Force would have strengthened greatly the morale of his warriors and increased his prestige, thereby attracting more tribes to his command thus enlarging his power. The propaganda value of a Riffian Air Force would be immeasurable on a Spanish public already widely skeptical about the war.

In the huge stocks of military hardware surplus after WWI, planes were easy to find. The Spanish themselves were purchasing great amounts of everything. Airco DH-4 and DH-9A, Breguet XIV, and Bristol F2B were types in service with the Escuadrillas and many of these came from the Allied war surplus. A wealthy customer could find not only the planes, but also men ready to fly them.

Abd-el-Krim's first attempt to find planes as early as 1922. That year, the AME sent an Escuadrilla of Martinsyde F4 Buzzard fighters to Melilla after persistent rumors that Abd-el-Krim had received warplanes. He could have captured at least four DH-4 at Zeluan Airfield on 24 July 1921 soon after his victory at Annual. But his troops, in their victorious frenzy,

burned the planes along with many other Western "devilish" artifacts. After that, the Riffians had several chances to capture force-landed Spanish planes.

On 11 June 1922 a Bristol F2B, piloted by Capitan Garcia La Peña, was damaged and had to land near Ben Tieb, 10 km deep inside enemy territory. Informed that the crew had been captured, the Spanish HQ ordered the plane to be destroyed. Standard AME procedure throughout the war was to destroy any plane that forced landed in enemy territory.

Perhaps the best chance Abd-el-Krim had to capture a Spanish plane in flyable condition was on 13 August 1923. That day a DH-9A on ferry flight from Cuatro Vientos airfield had to force land at Cabo Quilates, some 100 km behind enemy lines. The pilot, Capitan Cesar Herraiz, was captured and brought to Abd-el-Krim who tried to convince him to repair the plane and fly it against Spain. Herraiz refused the promises and bribes offered and then they tortured him with no positive effect.

On 21 August, Spanish planes located and photographed the damaged DH-9A. Since the plane was near the coast, the Spanish Command considered recovering the plane with a raid inside enemy territory, but this idea was dropped and the plane was destroyed with machine gun fire and bombs. The unfortunate Herraiz was left behind and died in captivity three years later.

Frustrated in his attempts to capture an enemy plane, Abd-el-Krim finally managed to purchase an AR.1 in France and contacted a French mercenary, named Periel, who was ready to fly a plane for him. The AR-1, sometime erroneously identified as a "Dorand", was a French reconnaissance and light bomber that saw extensive use on the Western and Italian fronts during WWI. It also was used by the AEF and the Royal Greek Air Force.

Abd-el-Krim was aware that a single plane would not be long lived under the complete air supremacy of the Spanish, and therefore planned to use it in a single, bold strike to achieve the biggest propaganda effect possible. He wanted to bomb Spain. Spanish Intelligence soon learned of the promises made by Abd-el-Krim to the tribes that his "Republic of the Rif" would soon deliver the same destruction and suffering to Spanish cities that the Riffian towns were suffering.

Sometime in May 1924, Periel, paid in advance, and his plane arrived in Rif territory. Abd-el-Krim had ordered a flattened so-called "landing strip" and a roofless "hangar" built on a small hill. But, that was all Periel found. Despite the enthusiasm of his hosts they had no mechanics, no spares nor even bombs ready for his "mission". Periel left for Tangier saying that he would return when Abd-el-Krim had obtained all necessary means.

Very soon Spanish Intelligence received the news that Abd-el-Krim had a plane hidden somewhere in the Kabila, the tribal lands of the Beni Urriaguel. Since March, the Spanish had been receiving reports that this time the planes were actually coming. An extensive reconnaissance program showed

suspicious work at several places in Beni Urriaguel territory. The Riffians had flattened the land and built strange structures and decoys in an attempt to deceive the Spanish. In April, an aircraft piloted by Capitan Jose Carrillo with Teniente Angel Orduña as observer discovered a new "airfield" at Tizzi Moren near the hamlet of Bocoia. The extent of the work and the construction of a protected revetment in the slope of a hill suggested a more serious danger although no plane was spotted.

At dawn on 22 May 1924, two Bristol F2Bs, serials 21 and 40, took off from Tauima Air Base for one more reconnaissance flight over Tizzi Moren after new reports of Riffian planes there. The observer of number 40 was the commander of the Grupo, Comandante Luis Rueda. But it was Teniente Armando Flores, observer of '21,' piloted by Teniente Manuel Martinez Merino, who discovered and photographed a plane which was latter misidentified as a Breguet (maybe because both the Dorand and the Breguet had backstagger wings). An all-out attack was planned for the next day.

The two Grupos in the Melilla area, each with three Escuadrillas (3 of DH-4s, 2 of Bristols and one of DH-9As), had a nominal force of 72 planes, plus the 12 fighters of the Martinsyde Escuadrilla. Of this force of 84 planes, no less than 50 were sent to Tizzi Moren. This probably were all the aircraft that were airworthy at Melilla, Zeluan, and Tauima air bases. The Comandancia had given top priority to destroying that airfield 100 km inside the enemy territory and the lonely plane on it.

Despite the heavy concentration of defensive fire by rifles and machine guns and even the field guns in the surrounding heights, the Spanish planes made a devastating attack with bombs and machine guns until the AR.1 was destroyed by a direct hit by a 12-kg "Hispania" type bomb. A total of 450 bombs were used! The bomb that destroyed the AR.1 was dropped from 50 meters height, which explains what it meant to "Fly the Spanish Way" in the early 20s.

Some sources state the pilot who scored the direct hit was Teniente Juan Ansaldo Vejarano of the First Escuadrilla Bristol of 4 Grupo de Escuadrillas de Marruecos. Ansaldo had been hit by a bullet in his leg during the first minutes of the

combat, but insisted on completing his mission until he used all his ordinance. Then, he managed to return to Taferssit, an advanced air base, arriving 40 minutes later almost bleed white, but alive. He received the Laureada Cross, the highest Spanish military award, granted to him by the king Alfonso XIII in person in December 1926. Ansaldo's observer, Orduña, received the Medalla Militar Individual. Several other planes received damage during the attack, but none was lost to enemy action.

On 24 May, Orduña again flew through a barrier of fire to check the results of the attack and photograph the remains of the Dorand. The Riffians had set up a mock plane with canvas and logs, but an exceptionally low, and dangerous, flight by Orduña's pilot allowed him to verify the positive results of the attack. The short-lived Air Force of the Rif Republic had ceased to exist.

The next year Abd-el-Krim made his only mistake by attacking neighboring French Morocco triggering a reaction that ultimately destroyed him and his Republic. He did not have a chance to purchase any more planes. □

Special thanks to Julian Oller who put many things in their right place and informed me of the correct designation of Abd-el-Krim's plane.

Sources:

- (1) Acedo Colunga, F. (1928) *Alma de la aviación española*. Ed. Espasa Calpe. Madrid.
- (2) Herrera Alonso E. (2001) *100 aviadores de España*. Ministerio de Defensa. Madrid.
- (3) IHCA (1988) *Historia de la Aviación Española*, IHCA. Madrid.
- (4) Various authors (1982) *Enciclopedia Ilustrada de la Aviación Vol. VI*, Ed. Delta. Barcelona.
- (5) Warleta Carrillo, J. (2000). *Enciclopedia de la Aviación Militar Española*. Vol 1. Ed. Quiron, Valladolid.

Inigo Artamendi (SAFCH #1573), c/ Toribio Etxeberria 5 3o izq, 20600 Eibar, Gipuzkoa, Spain.

Rif Air Force Addenda

In August 1925, it was reported that Mohamed Abd el Krim, at Tetuan in Morocco, was about to form an air force. Abd el Krim, leader of the Rif tribes, had started a successful uprising against the Spanish supremacy in 1920 and a Rif Republic was proclaimed in 1922. In 1925, Abd el Krim controlled most of northern Morocco from his capital at Ajdir. Already in March 1924 Abd el Krim was reported to have engaged a foreign pilot and an aircraft shed had been erected at Alhucemas. By the end of 1924 a British pilot named Matthews was trying to purchase aircraft for Abd el Krim, possibly from the Aerial Transport firm or from Avro. It was also rumored that British pilots were to be engaged to fly the aircraft and the Foreign Office started looking for means to prevent this.

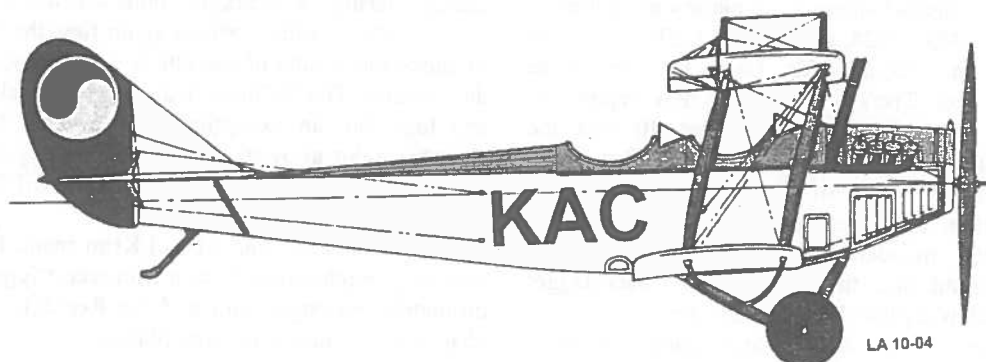
In May 1925, a 'Times' correspondent in Tangier reported that the Rif had not been using any aircraft in the fighting, but Abd el Krim was said to own two aircraft at

that time, one captured Spanish aircraft and one acquired by purchase. Another report mentioned only one aircraft, for which Abd el Krim had paid ten times the original price and which had been in the air for only 40 minutes. According to later information a Dorand AR with French civil registration was acquired some time around June 1925. A reputed order of October 1925 for five new Fokker aircraft was certainly not true, at least the delivery was never made.

Large French and Spanish troop reinforcements arrived and in May 1926 Abd el Krim was finally defeated and had to capitulate.

[Ed: This is the information sent to me by Lennart Andersson. He adds, "I would be very interested to know if the presence of a Dorand or any other French aircraft in Morocco can be confirmed." Lennart's e-mail address is <L>an@telia.com.]

Little Known Air Force The Korean Air Corps Lennart Andersson



At the end of World War I the people of Korea tried unsuccessfully at the Paris Conference to gain independence from Japan. On 1 March 1919 a proclamation of independence was signed and an independence movement started to spread throughout the country. As a result thousands were killed, wounded and imprisoned by the Japanese troops. On 8 April 1919, a Korean Provisional Government in exile was established in Shanghai and Rhee Syngman was elected president. In September General Yi Tong Whi took over the premiership, but the government soon split into two groups: Yi's who favoured military action with Soviet backing, and Rhee Syngman's which favoured help from the USA.

In the meantime guerrilla fighters started to operate and independence armies were set up. The strongest resistance groups operated in Japanese-occupied Manchuria and in April 1921 an attempt was made to unite the different Korean independence armies. This conference developed into the Council of National Representatives that held its first meeting in Shanghai in January 1923.

It was completely unknown, at least to me, that the Korean independence movement set up a small air force of their own in the USA in 1920. The driving force behind this was a person whose name the Alta Vista online translation service translates as "Scull Hundred Lin the General" (see source below). Unfortunately I know no Korean who could help with translation, but perhaps we have someone among the SAFCH members who can provide the correct names. "Scull" selected six young Koreans and sent them to a civil flying school in California and I believe they graduated on 5 February 1920.

The plan was that these pilots would form the basis of the air force that the independence movement intended to set up. Koreans living in the USA were asked to donate money and the funds raised were used to buy aircraft. Money collection started, but the discrimination of Asians, including Koreans, was a problem. Anyhow funds soon were increasing, an instructor was invited and new students could be recruited. The school that was founded was to teach flying, aircraft maintenance and English.

After some hesitation "Scull" and "Kim Bell Rim" finally decided to purchase training aircraft. On the advice of the first pilots, three Curtiss JN-4D Jennies were bought and were delivered on 22 June 1920 to the airport at "Willow Su" (Willow Springs or Willow Creek?) in California.

What is very interesting and, as far as I know, hitherto completely unknown, is that these aircraft were marked with Korean national insignia! The Korean yin-yang roundel (probably same colours as today) was painted on the rudders and the letters "KAC" appeared on the fuselage sides. KAC almost certainly stood for Korean Air Corps (probably patterned on the US Army Air Corps title).

The first course of 25 students graduated on 7 July 1920 and it is said that the Korean pilots were dreaming of the day they would take off to bomb the Japanese islands.

If I understand correctly, "Scull" left for Shanghai, where the Korean Provisional Government was situated, in July 1921. A second course graduated at the flying school in 1922 and in 1923 the Korean flying activities in California reached its peak. Another pair of Jennies (the total obtained was five) had been acquired through the efforts of the general and "Kim Bell Rim".

The American economy now quickly deteriorated, however, and the KAC funds were soon drained. The flying school was finally closed and dissolved about 1925. "Scull" apparently met with a traffic accident in Shanghai and died on 22 January 1926 and thus ended this air force, which must be one of the 'smallest' that we have studied!

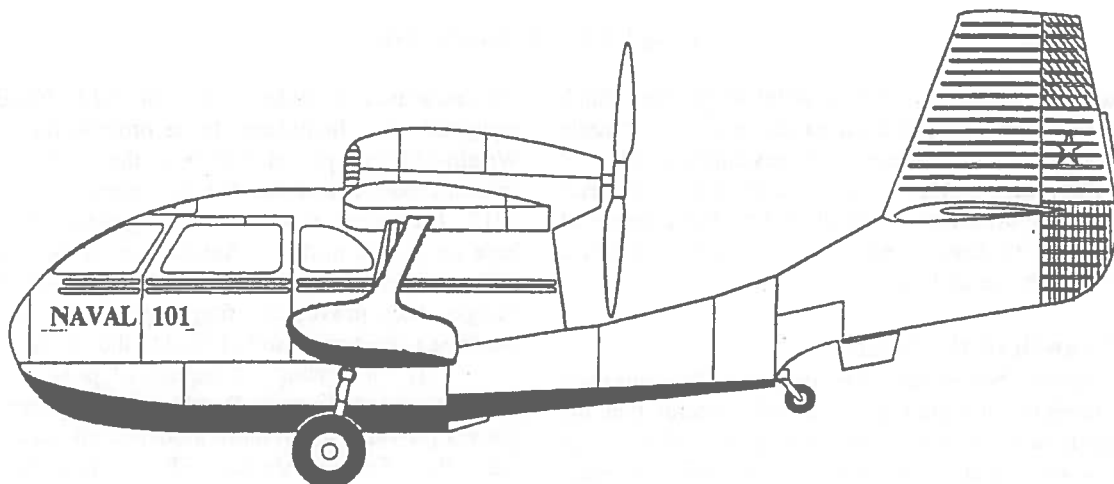
The main source for this article is an excellent website on aviation in Korea, unfortunately in Korean only, but with a number of interesting photos:
<http://airwar.hihome.com/airwar/korea/part3/korea-3-2.htm>

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PARAGUAYAN NAVAL AVIATION

REPUBLIC RC-3 SEABEE

Antonio Luis Sapienza Fracchia
SAFCH # 1160 Laahs – Paraguay



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After its participation in the Revolution of 1947, the Paraguayan Naval Aviation (ANP) was almost dismantled. This was because the ANP had fought on the rebel side, and since the Government forces won, the Navy had to pay the price. On 4 April 1948, Lt. Tomás Galeano was appointed as the Commander of the Paraguayan Naval Aviation. By that time, the only planes used by the ANP were two N.A.F N3N-3s hydroplanes and only one of them was in flying condition. He requested new aircraft from the Commander of the Navy but it took a while to finally get a positive answer.

In 1949, the Ministry of Defense started looking for suitable aircraft for the Navy, either hydroplanes or amphibians. Since military authorities had to deal with a reduced budget, they started looking for second-hand planes. Somehow, they got in touch with a Uruguayan company, Horacio Torrendell S.A., that used to import all kinds of planes at that time (late 40's). The above mentioned company happened to have three Republic RC-3 Seabee in stock and offered them to the ANP. Some Paraguayan Navy top rank Officers inspected the Seabees and recommended their purchase to the Ministry of Defense. The three Seabees were bought in December 1949 and were brought to Paraguay immediately. They were officially assigned to the ANP in January 1950. They received the following serials:

Naval 101: c/n 1005. Built in 1947. It was originally registered as NC6722K and later exported to Hans Osterman AB in Stockholm, Sweden. After that, it was bought by Horacio Torrendell S.A. in Montevideo, Uruguay in 1949. It received the serial NAVAL 101 in the Paraguayan Naval Aviation in 1950. It

was extensively used throughout the 1950's as a trainer and transport plane. It was wfu in 1960 and later scrapped.

Naval 102: c/n 1037. Built in 1947. It was originally registered as NC6749K. The rest of the story is exactly similar to NAVAL 101. It was wfu in 1960 and scrapped.

Naval 103: This has been a "mystery plane" for decades but it is very likely that this Seabee was c/n 1003. Horacio Torrendell S.A. just imported three Seabees and this one was one of them. It was also built in 1947 and originally registered as NC6720K for Clara Livingston of Puerto Rico. It received the serial NAVAL 103 in January 1950 in the ANP. This plane was lost in a fatal accident at Ypacarai Lake on 3 July 1957. Its only crew member, Lt. PAN (Navy Pilot) Raúl Viera Casal, died.

The Seabees were based at the Sajonia Naval Air Station in Asunción on the Paraguay River. They kept the overall bare metal finish, except for the lower hull, which was painted black, as were the lower part of the Edo wing floats. The Paraguayan flag colors, red, white and blue, were painted in the rudder, with a yellow star on the white stripe. Black anchors were painted in the four wing positions and the serial were painted in black square letters/numbers on both sides of the front fuselage.

Lt. Galeano was in charge until 1956 to be replaced by Lt. Commander Juan de Dios Cardozo on February 19 of that year. The ANP Seabees were replaced by the Grumman JRF-5 Goose which arrived in 1958. For at least two years, the ANP kept the remaining Seabees in service along with the Goose.

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Meidagen 1940: The Dutch Air Arms' Defense Against the German Invasion May, 1940—Part 4

The *Marine Luchtvaart Dienst* (Part 1)

Doug Dildy and Frans Scheve

Author's Note: As related in *SAFOs* #109-#113, the Dutch Army's *Militaire Luchtvaart* put up a valiant but vain struggle against the shocking and relentless Nazi onslaught in May of 1940. The Dutch Navy's *Marine Luchtvaart Dienst* ("Naval Aviation Service" or *MLD*) also contributed to the defense of their small nation. Little known and completely unheralded, this is the story of their service and sacrifice.

Birth and Growth of the *MLD*

The extensive Netherlands East Indies (NEI) empire and strong Dutch maritime tradition made it only natural that the Royal Netherlands Navy, or *Koninklijke Marine*, would be one of the first in the world to include aircraft in its inventory. As early as July 28, 1914, the Dutch Navy purchased a Farman HF.20 pusher biplane trainer, the first of seven Farmans acquired. (For serial numbers see Appendix I. Also see Note 1.) These aircraft were stationed at Soesterberg, where the *LVA* provided training and facilities for the navy until its own bases were complete.

The navy naturally decided to base its aircraft near the main fleet base at Den Helder, at the northern tip of North Holland province. The seaplanes were based across the water at De Mok, on Texel Island, while an old duck hunting ground near the village of De Kooy was chosen for the land-planes. This village was located along the canal from Den Helder to Amsterdam. (The Dutch word "kooy" comes from a cage-like trap tapering on one end used to catch birds.) Thus the village, and the new *Marinevliegkamp* ("Naval Flying Camp" or *MVK*), was named after the hunting field, which in turn was named after the cage-traps that adorned the site until 1808.

The *MLD* was formally established on August 18, 1917, and by the end of the next year it had moved to its own bases. At De Kooy, it established a land-based training element and its first fighter unit using 10 Swedish Thulin LA biplane trainers, 12 K-model monoplane fighters and a pair of K2 two-seat monoplane fighter-trainers. The trainers were supplemented, beginning the following year, with 20 indigenously designed and built Trompenburg-Spijker V.2s.

Once WWI ended and Anthony Fokker returned to his native Holland, he began to supply the *MLD* with world-class aircraft. The legendary D.VII fighter quickly replaced the small, slow and underpowered Thulin Ks in 1919. Twenty of these were produced by Fokker, with a 21st constructed from spares by the *MLD* workshops at De Kooy. Two years later the trainer version of the C.I two-seat reconnaissance biplane supplanted the Thulin LAs and began to replace the Trompenburg-Spijker V.2s. In fact, in 1924 the nine remaining Trompenburg V.2s were transferred to the *LVA*, and the *MLD* ordered 19 Fokker S.III trainers.

While the naval air service soon developed a rather robust land-based trainer and fighter force, it was in

reconnaissance floatplanes that the *MLD* found itself primarily equipped. First floatplanes to be ordered for the *MLD* were six Wright-Martin types bought from the USA. Two of the R-type (reconnaissance) and four S-types (trainer) four were delivered in 1917. They were at *MVK* Schellingwoude, the *MLD*'s seaplane base on a lake north of Amsterdam. A floatplane derivative—with a fuselage and tractor propellers—of the early Wright designs, they proved too fragile especially for the tempestuous North Sea coast and barely lasted to the end of 1919.

If importing floatplanes proved a failure, the unintentional alighting in Dutch waters by aircraft of the warring powers provided much more modern examples. The first of these was the Friedrichshafen FF-33 two-seat reconnaissance floatplane. Three of these landed in Dutch waters in quick succession in 1917 (of 13 *MLD* aircraft so acquired, See Appendix II). The third one, an FF-33L model was examined and test flown and made such a good impression on the Dutch Naval Staff that immediately following the war, on October 18th 1918, 18 of this type were ordered as the navy's main reconnaissance floatplane. These planes were delivered during 1919 and performed yeoman service until retired in 1925.

Even more important was the Hansa-Brandenburg W.12 float biplane, an example of which ran out of fuel and after landing in Dutch waters on 22 April, 1918, was interned and purchased for the *MLD*. The aircraft (*Marine Nummer* 2098) alighted south of Rottumeroog island and a navy salvage team was dispatched from De Mok to recover it. They found it intact, stranded on a sandbank and after towing it into deeper water, flagged down a sailing ship which hoisted it aboard and delivered it to De Mok.

The W.12 was test flown by *luitenant ter zee eerste klasse* ("Lieutenant at Sea First Class", abbreviated LTZ1) D. Vreede and he was so impressed by this aircraft that it was purchased from Germany and given the serial number "W-1". It became the pattern aircraft for the *MLDs* first effective floatplane, the service ordering twenty examples to be license produced by Van Berkel company in Rotterdam as the type WA. After the first 20 examples were shipped to the NEI, another 20 were produced for the *MLD*. It appears that the last five were built by the *MLD* workshops at De Kooy airfield, and that some serial numbers were used twice, so these figures may not be totally accurate. For example, in July 1930 when "W-63" was written off in a crash, a new "W-63" was completed at De Kooy and transported to De Mok the same day as the wreckage of the original arrived at De Kooy on a barge.

These biplanes became the *MLD*'s standard reconnaissance floatplane for the 1920s, being based at De Mok and at Veere, a seaplane base on the north side of the Zeeland Peninsula, near the southern end of the Dutch coast. For most of

their service they were powered by 185hp BMW IIIa water-cooled six-cylinder engines. They carried a crew of two and when armed had a fixed forward-firing machine gun synchronized to shoot through the propeller arc and an observer's weapon mounted on a ring around the rear cockpit. From these two bases, the *MLD* WAs could patrol the entire length of the Dutch North Sea coast.

After 1923 the WAs were concentrated at De Mok as advanced floatplane trainers. In October the next year, while at the De Kooy workshop for overhaul "W-51" was rebuilt using a welded steel tube fuselage, the modification so successful that all WA floatplanes were so modified when they came in for overhaul allowing the type to soldier on until 1934. During the later years, the WAs were supplemented by six Van Berkel WB floatplanes. The WB design was an original design, but obviously heavily influenced by the Brandenburg type and Van Berkel's experience with it.

The Dutch navy was quick to begin carrying floatplanes on its warships, with the elderly coastal defense ship *Jacob van Heemskerk* (rechristened *IJmuiden* in 1939) and training ship *Hertog Hendrik* being modified to carry, launch (from the water) and recover two WAs each. Additionally in the NEI the submarine tender *Pelikaan* was fitted out to carry up to four floatplanes, and two gunboats, four minelayers and the supply ship *Zuiderkruis* were adapted to carry one each, although the minelayer *Serdang* could carry as many as three.

For use in the NEI four Fairey IIID float biplanes were acquired in 1925 and two each were embarked on the light cruisers *Java* and *Sumatra*. However, their floats proved to be too fragile for the heavy swells of the East Indies and they were replaced after only two years of service. After successful trials with a WA embarked in the early 1920s aboard the destroyer *Bulhond*, the eight new *Evertsen*-class destroyers were outfitted to carry floatplanes, transporting them on a special deck mounted on the aft set of torpedo tubes and handling them with a derrick on the mainmast. This gave the destroyers an individual capability for aerial surveillance while operating independently thus extending their ability to keep watch over the far-flung Indonesian archipelago.

The first Dutch-built floatplane acquired for these duties was the Fokker C.5W, actually a C.5c light bomber on floats. Six of these were ordered in 1925 to replace the WAs in operational service. While the C.5 series was a huge success as a landplane, it proved a failure on floats. After several landing accidents—including two embarrassing mishaps during demonstrations to VIPs—the *MLD* C.5s reverted to their wheeled landing gear.

The failure of the C.5W occurred about the same time that the Dutch government was looking to reduce military redundancies and expenditures. Since the *MLD* lacked a suitable float scout plane, the government looked to the *LVA* to provide coastal reconnaissance. This seemed natural since the army had the responsibility for coastal defense, and this led in turn to discussions about combining the *MLD* and *LVA*. Not waiting for the outcome of the discussions, in December 1925 the Minister of Defense ordered a dozen wheeled C.5e's for coastal reconnaissance, supplementing them with another six (unassembled spares without engines) the next year. The discussions resolved leaving the *MLD* intact and responsible for coastal reconnaissance, but it also left the naval air service with two dozen land-based C.5s it did not want. It made the best of a bad situation, using the C.5s to supplement the older C.1s in the

training establishment while retaining a secondary capability as light bombers to support the fleet in coastal defense.

To fill the void presented by the C.5W fiasco, Fokker offered the C.8W, a three-seat, parasol wing, long-range coastal reconnaissance floatplane. It was the opposite of the C.5/C.5W: the C.8 was initially ordered by the *LVA* in 1928 as a strategic reconnaissance platform but proved a failure as a land-plane, while the floatplane version was a success for the *MLD*. Powered by a 450hp Lorraine Dietrich in-line engine, it proved to be a robust and reliable seaplane with lengthy endurance. It was defended by a single 7.9mm machine gun firing downward through a floor hatch in the rearmost cockpit and a pair of 7.9mm guns on a flexible mounting in the middle cockpit. Six of these were delivered in 1930/31 with another three following in July 1934.

To replace the old WAs in the NEI, Fokker provided the C.7W, a spindly-looking twin-float biplane carrying a crew of two. Early models were powered by the 225hp Armstrong Siddeley (AS) Lynx radial engine. They could be armed with a single 7.9mm machine gun firing forward and a 7.9mm Lewis machine gun on a flexible mount for the observer. Also light bombs could be carried beneath the aft fuselage. Tested in 1926, the first example was delivered October 8, 1928, followed the next year by another 11. These were sent to the NEI to replace the Fairey IIIDs equipping the two cruisers and eight destroyers with reconnaissance aircraft.

In 1930 deliveries of another 18 began, going directly to the *MLD* as floatplane trainers. Late examples in this series were powered by 280hp Lorraine-Dietrich Mizar or 340hp AS Double-Mongoose radials. The last arrived at De Mok on October 25, 1932, just over four years after the first was delivered. As was the *LVA*, once Fokker entered the field the *MLD* was equipped almost exclusively with that company's products.

A More Modern Floatplane Fleet

During the second half of the 1930s as Hitler's ambitions in Europe became more apparent and the Japanese expansionism in Asia—especially considering the proximity of the NEI oil fields—the *MLD* began to upgrade its floatplane fleet, both at home and in the colonies. First, it was time to replace the shipboard reconnaissance aircraft with more modern and more powerful types. Chosen for this role was the C.11W, the first example being delivered in July 1935. A hardy biplane stressed for catapult launches, it was armed with the typical combination of a forward firing 7.9mm FN-Browning machine gun and a second similar weapon flexibly mounted in the rear cockpit. Powered by a 775hp Wright Cyclone R-1820-F52 radial engine it had a cruising speed of 146mph (235 km/hr) and a range of 450 miles (730km).

A total of 15 were built in 1937/38, two of which were embarked upon the new light cruiser *De Ruyter*. This was the only Dutch warship to mount a catapult, a Heinkel model, and thus could launch the C.11W without having to stop and lower the floatplane into the water. The new destroyer flotilla leader *Tromp* also carried a single floatplane, but had to handle it by crane. Most of the remaining 12 C.11Ws were sent to the NEI, there being only two in Holland during the German invasion.

The next year, the smaller, lighter C.14W floatplane was also introduced. This float biplane, almost identical in layout and configuration as its larger, stronger brother, was powered by a 450hp Wright Whirlwind radial and carried two machine guns in the typical locations. It was designed as both a trainer and a

light reconnaissance aircraft and 24 were produced, to be split evenly between the *MLD* in home waters and the NEI. In the event, the initiation of Hitler's invasions of neighboring countries resulted in them all being retained at home. Thus they supplemented the ten remaining C.7W trainers (eight had been written off in the intervening years) and the nine C.8W reconnaissance planes.

The first real combat aircraft acquired by the *MLD* was the Fokker T.8W, a twin-engine monoplane design. (Fokker had produced 24 T.4W twin engine float reconnaissance bombers beginning in 1927, but since they were all sent to the NEI and played no role in *Meidagen*, they will be left for a later article). The T.8W was a modern design using Fokker's classic, but now obsolescent, method of mixed metal, wood and fabric construction. Initially designed as a replacement for the NEI's elderly T.4Ws, it first flew in 1938, powered by a pair of 450hp Wright Whirlwind R-975-E3 nine-cylinder radials. It had a great range—1,275 miles (2,050km)—but with a cruising speed of only 137mph (285 km/hr) it was very vulnerable to fighter attack. It was defended by the typical Fokker weapons arrangement, one FN-Browning 7.9mm gun firing forward and a second one flexibly mounted in the rear cockpit. But it could carry a 600kg (1,323lb) bomb load or one torpedo in its internal bomb bay.

Initially five T.8Ws (serialled "R-1" through "R-5") were ordered, the first production machine also being the prototype. It first flew on February 22, 1939, and after trials—including tests dropping wooden dummy torpedoes—it was delivered to the *MLD* on April 25th. The remaining four examples arrived in May-July and all were assigned to De Mok for further trials and aircrew conversion training.

Meanwhile a follow-on order for an additional 19 T.8Ws was placed and the first of these was received in February 1940. Aircraft "R-6" was followed by "R-7", "R-9" and "R-11", the intervening two being held at Fokker for final checks. As the first of these arrived at De Mok, the *MLD* placed yet another order, this time for 12 improved, all-metal versions of the T.8W, which were intended to be sent to the NEI. Thus, when the fateful day came in May, the *MLD* had two small groups of T.8W patrol bombers operational, with the company completing another 27 against these orders.

Finally the old Fokker trainers at De Kooy were replaced by a pair of new designs. First was the Koolhoven FK-51 basic trainer, replacing the ancient C.1s and venerable C.5s in the advanced training role. Powered by a 420hp Wright Whirlwind radial engine, the FK-51 could be armed and doubled as a light reconnaissance aircraft if need be. Fifteen were ordered in two batches, six in 1936 and another nine in 1937. In the event, a total of 17 FK-51s were delivered: two of the first batch crashed and were replaced using the same serials. These were supplemented by 15 of the new Fokker S.9 which replaced the aged Fokker S.3 as the *MLD*'s elementary trainer. This small biplane was powered by a 168hp Menasco Buccaneer inline engine and first flew in autumn 1937. The 30 *MLD* trainers were all stationed at De Kooy airfield.

Units of the MLD

For combat operations, the Dutch navy's floatplane force was organized into flights, called *Groepen Vliegtuigen* ("Aircraft Groups" or *GVTs*), of three or four aircraft, usually of a single type. (See Appendix One for the *MLD* Order of Battle) In total, on the eve of the German invasion the *MLD* possessed a

force of nine C.8W long-range reconnaissance planes, two C.11W shipboard floatplanes, 24 C.14W light reconnaissance and training aircraft, and eight operational T.8Ws. Additionally it had 30 S.9 and FK.51 land-based trainers based at *MVK De Kooy* and 10 old C.7W floatplane trainers at *MVK De Mok*.



In peacetime, the Dutch Navy's floatplane force was concentrated at De Mok. Because of its exposed position and high vulnerability to surprise attack, the *MLD* reactivated the closed naval air stations at Veere and Schellingwoude, and prepared several water-based "aircraft support locations". These were at Alkmaarder, Braassemer and Westeinder lakes.

As international tensions on the Continent rose to a crescendo late in the summer of 1939, the Netherlands mobilized its armed forces on August 28th to enforce its historic neutrality. From these secret bases the *MLD* floatplanes mounted daily patrols along the coast. When a belligerent nation's vessel entered Dutch territorial waters the crew would make a low pass—the T.8Ws with their bomb bay doors open—to convince the intruder to vacate the neutral area.

The Dutch floatplanes also investigated intruding aircraft as well, the first incident resulting in the navy's first loss. On September 13th, less than two weeks into WW2, T.8W "R-5" was on patrol when it spotted a German He 115 (M2+LH of 1/KüflGr.106)—another twin-engine maritime reconnaissance floatplane—flying five miles (8km) north of Ameland Island. Thinking the German was inside Dutch territorial waters, the crew closed to investigate. Coming alongside, the Dutchmen were greeted by hail of machine gun fire from the Heinkel's gunner, damaging the Fokker and forcing an immediate alighting on the sea. The floatplane capsized upon landing but crew survived unhurt and was rescued the Heinkel. They were flown to the German seaplane base at Norderney, and were returned to Holland in a few days. There were of course Dutch diplomatic protests, and German apologies and an excuse.

The excuse for the downing of the *MLD* warplane was that the Dutch national insignia—the trisected red-white-blue disk with the orange center dot—was mistaken for the red-white-

blue roundel of the RAF. To preclude a repeat of this mistake the Dutch government searched for a suitable, easily distinguished "Neutrality Marking". Initially it was decided to employ a version of the large orange disk—this time bordered with a 10cm (3.94in) black edge—used during WWI. In fact, several C.7Ws at De Mok were painted with this marking, until it was realized that in the NEI such a symbol might be confused with the red Japanese *hinomaru* and result in losses to "friendly fire". The shape was changed from a disk to a triangle and on September 23, in "Koninklijk Staatsbesluit No.589B" ("Royal Government Decree"), was ordered applied to all Dutch military aircraft, effective October 1st.

The winter of 1939 was particularly harsh and very soon the fresh-water dispersal bases used by the MLD began to ice over, forcing the floatplanes to return to De Mok. While salt water was less susceptible to freezing, the extremely low temperatures of that winter even caused this base to be iced in. Consequently, the unarmed FK-51 trainers at De Kooy were called upon to conduct the "Neutrality Patrols".

During this time Vice Admiral J. Th. Furstner, the naval chief of staff, became concerned that the main naval base at Den Helder and the Dutch coast were practically defenseless against enemy air attack. Consequently, on September 23rd, 1939, he requested 12 new Fokker G.I twin-engine fighters to be diverted from the ML to form a land-based naval fighter squadron while awaiting eventual delivery of a naval version of the same type. The request was denied, but arrangements were made for a D.21 squadron, the 1st JaVA normally based at Eelde near Groningen, to fall back to De Kooy in the event of hostilities.

With the "April Alarm", where the Dutch government anticipated Hitler's invasion of the West, MLD floatplanes were again dispersed to the service's five other locations, leaving its training aircraft (10 C.7Ws and 10 C.14Ws), some spare aircraft and one airplane group—three C.8Ws of *Groep Vliegtuigen 6* (GVT.6)—at De Mok. At MVK Veere seaplane base were the C.8Ws of GVT.5, and C.11Ws and C.14Ws of GVT.3, plus a couple of spares.

The primary combat element was two small units—GVT.2 and GVT.4—each with four T.8Ws. GVT.2 ("R-1" through "R-4") was based at Braassemmermeer, about halfway between Amsterdam and Rotterdam, leaving one T.8W ("R-4") at De Mok as a reserve. GVT.4 ("R-5", "R-7", "R-9" and "R-11") was stationed at Westeinderplas, near Schiphol, with "R-11" in reserve at MVK Schellingwoude. Also at Westeinderplas were three C.8Ws ("G-1", "G-2" and "G-4") of the same unit, since it was in the midst of conversion training. The flight and maintenance crews used the small lakeside village of Kudelstaart as their base of operations and dispersed their aircraft around the edge of the lake, hiding them beneath the branches of overhanging trees to conceal them where they could.

"Naval Support Base Alkmaardermeer", in the north of Holland, was by far the largest of the dispersal bases, hosting the ten C.14Ws of GVTs.1, 7 and 8. Established in August, the crews worked out of the local yacht clubhouse at Akersloot and were housed in the village. A point along the south side of the harbor was used as a refueling depot. After the winter retreat to De Mok, GVT.7 was the first to arrive, bringing three C.14Ws. They began

to patrol the coast from IJmuiden to Rottumeroog Island. The other two aircraft groups followed shortly. It was an Alkmaardermeer based C.14W that had the MLD's first encounter with the *Luftwaffe* on the opening day of *Meidagen*, 1940.□

End Notes

1. The original Farman HF-20 "M-1" referenced here was transferred to the LVA in May 1915 to become "LA9". It was replaced that year by two Trompenburg-built HF-22s, followed by a third in 1916. Three more were added the following year, about when the MLD serial number system changed, resulting in the six HF-22s being numbered "A-1" through "A-6".

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APPENDIX I

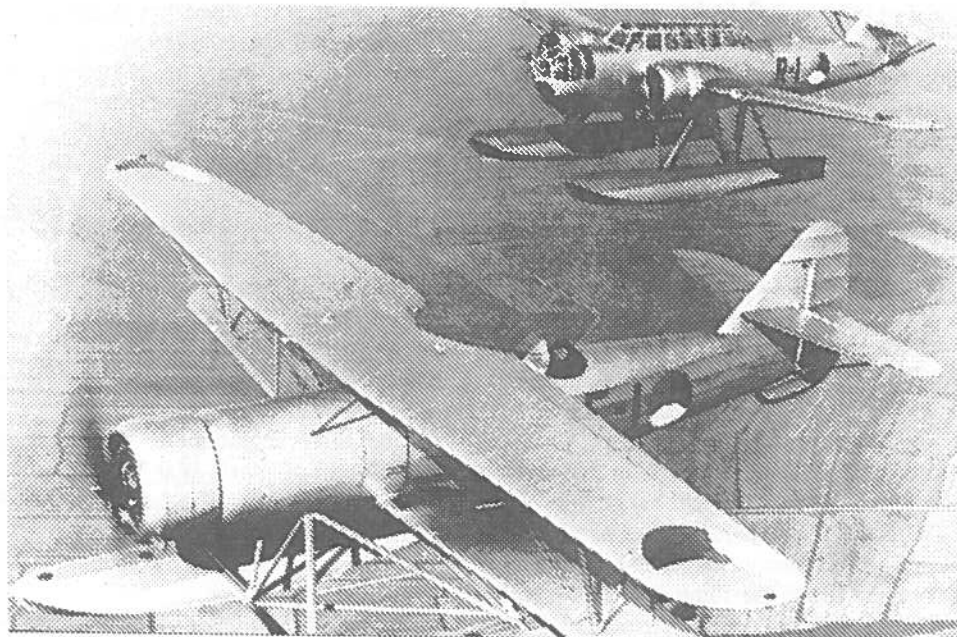
MLD Aircraft Serial Numbers

Source: 85 Jaar Marineluchtvaartdienst in Beeld ("85 Years of Naval Air Service in Pictures") by Peter Korbee. Haarlem, NL: Boom Planeta B.V., 2002

APPENDIX II

Interned Aircraft in MLD Service

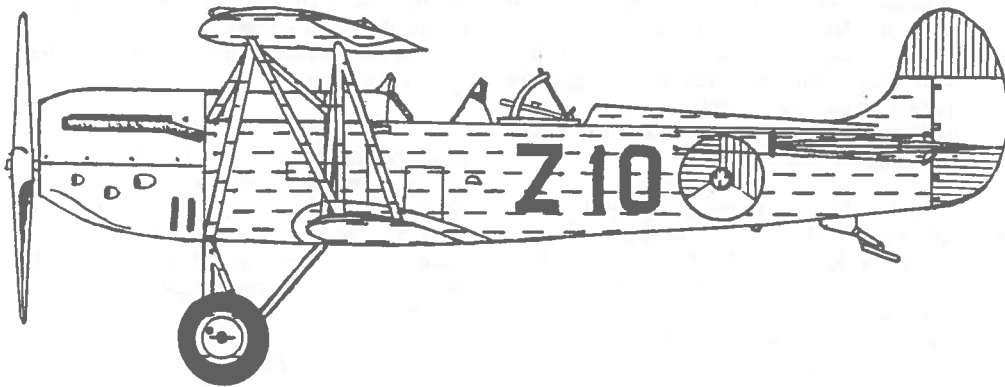
Source: 85 Jaar Marineluchtvaartdienst in Beeld ("85 Years of Naval Air Service in Pictures") by Peter Korbee. Haarlem, NL: Boom Planeta B.V., 2002



The prototype/first production T.8W patrol bomber formats with the prototype/first production C.14W training/light reconnaissance floatplane during a company photo opportunity. The flight also resulted in the individual photos – marketed in the form of Fokker Company postcards – seen in Photos O and P. (Doug Dildy Collections)

Aircraft of the *Marine Luchtvaart Dienst*

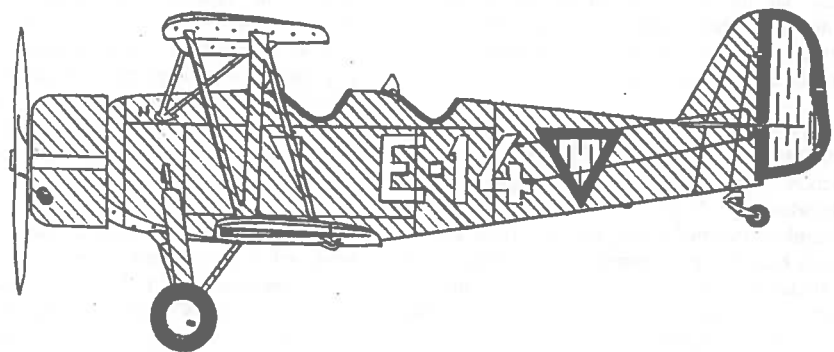
Fokker C.5e Reconnaissance Light Bomber / Trainer



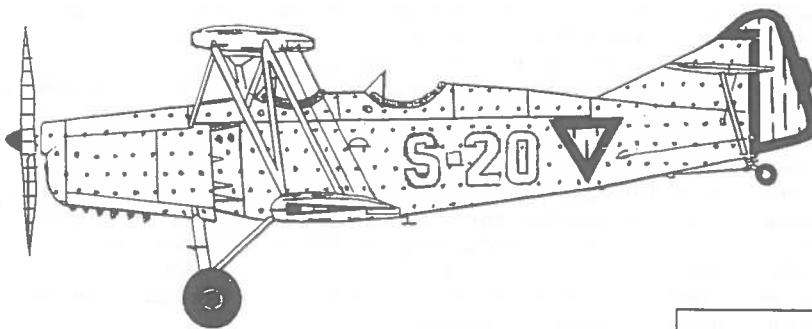
Fokker C.5e #Z-10, De Kooy Airfield:
A total of 24 C.5s were acquired in 1925-26 for coastal reconnaissance, bombing and training. Based at the navy's only landplane base, these robust biplanes were powered by 400hp Lorraine-Dietrich in-line engines and could carry 200kg (441lbs) of bombs or mines. It was defended by a single 7.9mm machine gun on the ring around the rear cockpit. The last C.5e was retired in 1938 before the adoption of the "orange triangle" Neutrality Marking. SOURCE: Photos of the Thijs Postma Collection.

Koolhoven FK-51 #E-14, De Kooy Airfield:
Fifteen FK-51s were obtained in 1936 to replace the ancient and worn out Fokker C.1 and C.5 trainers. Serialled E-1 through E-15, these doubled as light reconnaissance aircraft in the harsh winter of 1939/40, flying "Neutrality Patrols" along the Dutch coast while the navy's floatplanes were iced in at their water bases. For these patrols they were armed with a single 7.9mm Lewis machine gun in the rear cockpit. All of the MLD's FK-51s were destroyed on the first day of the German invasion by the *Luftwaffe's* repeated air attacks on De Kooy. SOURCE: *Avions* magazine, #110, May 2002, page 40-47.

Koolhoven FK-51 Advanced Trainer



Fokker S.9 Elementary Trainer



Fokker S.9 #S-20, De Kooy Airfield: Fifteen S.9s were also acquired, bought in 1938 to replace the ancient Fokker S.3 trainers. Serialled S-20 through S-34, these too were at De Kooy. On May 10th, they were dispersed along the west edge of the airfield while the FK-51s were positioned along the southern edge. Despite the dispersal, the lack of any appreciable concealment resulted in all of them being destroyed by the *Luftwaffe's* strafing attacks on the first day of *Meidagen*. SOURCE: *Fokker—The Man and the Aircraft* by Henri Hegener, page 169.

Color Key			
	Khaki Oil Varnish (Same as LVA Khaki) FS 14064		Gloss MLD Blue (Slightly Darker than LVA Blue)
	Sky Blue Oil Varnish (Same as LVA Blue) FS 15189		Anodize Gray FS 16320
	Dutch Insignia Orange FS 22243		North Sea (or Seaplane) Gray FS 16081
	Black/ Rubber		Bare Metal (Silver) FS 17178

SOURCE: *Camouflage en Kentekens*, by J. H. N. Greuter, et al., Bergen, NL: B.V. Bonneville, 1997, pgs 115, 116.

A. The Dutch Navy showed an interest in floatplanes from the very beginning. This is the *LVA's* Van Meel "Brik II" (also known as the "*Groote Brik*" since it could carry two people), serial "LA 5". Acquired in 1914, it was fitted with floats and flown from the Waal River to test it for the Navy. Unfortunately in January 1915, it was lost in an accident during these tests.

B. The *MLD's* first series aircraft were six Farman HF-22s license-built by the Trompenburg Company. Pictured here is "M-2", photographed in 1915. Following the *MLD* serial system change, this aircraft's number was later changed to "A-2". In the cockpit sits Lt Karel Doorman, one of the earliest *MLD* aviators and later the admiral commanding the Allied Naval Force in the Battle of the Java Sea in February 1942. (Doug Dildy Collection)

C. The first floatplanes purchased for the *MLD* were six Wright-Martin two seat biplanes. Four were S-model trainers and two—one of them ("H-1") seen here—were R-model reconnaissance aircraft. While the light construction of these American made floatplanes was not up to the rigors of the North Sea conditions, they firmly established the *MLD's* preference for floatplanes to fulfill its missions of coastal and fleet reconnaissance.

D. The most prevalent floatplanes in the *MLD* inventory at the end of WWI were the Van Berkel WAs, license-built copies of a Brandenburg W.29 two-seat reconnaissance floatplane interned during the war. Here one sits on its beaching gear, displaying the orange circle national marking worn by *MLD* aircraft up until June 1921, when today's Netherlands national insignia was adopted.

E. In 1921 Van Berkel developed a float monoplane using the WA fuselage, a 360hp Rolls Royce Eagle VIII engine turning a four blade propeller, and a single, thick high-lift wing. Despite it being a powerful and efficacious design, the changing priorities following WWI resulted in only six being purchased, serialled "E-1" through "E-6". These served until 1933.

F. For ship-board duties on the new cruisers *Java* and *Sumatra*, the *MLD* purchased four Fairey IID three-seat reconnaissance floatplanes from the UK. These arrived at De Mok during May 4-6, 1925, and after three years of testing and training, were dispatched to the NEI. However, their floats proved unable to stand the heavier seas in the Pacific and they soon had to be replaced. Notice that the Dutch national insignia—painted on at the Fairey factory in Britain—is 120degrees out of phase; the white segment is supposed to be at the bottom of the disk.

G. Meanwhile the *MLD* developed a fairly large land-based training and fighter force at De Kooy airfield near Den Helder. Here one of the 21 Fokker D.VII fighters is warming up for take-off. Sufficient numbers of this type were available to form two "escadrilles", or flights. As indicated by the stripe around the fuselage mid-

section, "D-25" was part of the "Blue Band Escadrille" named for a very popular Dutch dairy company that still exists today.

H. To replace the *MLD's* original training aircraft, the Trompenburg-Spijker V.2, Fokker provided 19 S-3 trainers in 1923. The S-3 was a modification of the C.I reconnaissance aircraft, of which the *MLD* acquired 16. It used the same basic structure but had a lower power (120hp) Mercedes engine and was fully rigged for training. Since it carried no reconnaissance equipment or armament, it was over 200lbs (98kg) lighter than the C.I.

I. The Fokker C.5e was a large single-engine light bomber. Here a sailor poses alongside "Z-10" at De Kooy airfield. The C.5s were kept ready for bombing tasks—either in training or in real patrols if need be—by maintaining the defensive machine gun mounting ring in the rear cockpit and the bomb racks beneath the wings. (A. Struijk Collection)

J. In addition to the six C.5c's, the *MLD* acquired 18 Fokker C.5e light bombers, the first dozen being ordered from Fokker at the end of 1925. Another six were ordered the following year as unassembled spares without their 475hp Lorraine-Dietrich engines, to be built up by the *MLD* workshop at De Kooy as replacements were needed. Here "Z-7" shows its wartime configuration with its underwing racks full of bombs.

K. To replace the WAs in the NEI, Fokker produced its first aircraft designed from the outset as a floatplane, the C.7W. Two batches were produced. The "V"-series, taxiing alongside a ship's wake, were shipped to the NEI for use aboard cruisers and destroyers. Note the hook-attach point bracket in the center of the top wing for hoisting aboard ship.

L. The "L"-series Fokker C.7Ws were *lesvliegtuigen*, or training floatplanes, replacing the Van Berkel WAs stationed at De Mok. Here "L-2" rests alongside the dock awaiting a training sortie. Note the anchor strapped to the side of the fuselage.

M. To fill the void in coastal reconnaissance duties following the C.5W failure, the Fokker C.8W was purchased. Arriving in 1930, it proved to be a robust and reliable floatplane, with all nine still in service ten years later when the Germans invaded. Here C.8Ws "G-1" and "G-3" formate carrying torpedoes during air drop/launching trials on 22 June 1937.

N. The robust and powerful two-seat Fokker C.11W was specifically designed for catapult launches from the new cruiser *De Ruyter*, and to be both the eyes of the fleet and to provide air cover for it. Powered by a 775hp Wright Cyclone R-1820-F52 radial engine and having a maximum speed of 174mph (280 km/hr), it was rated as a *jachtverkenner*, or "reconnaissance fighter". All but two of the 15 purchased were sent to the NEI. This one, "W-3", remained in the Dutch home waters primarily as a trainer.

O. In 1939 Fokker produced the C.14W and the *MLD* ordered 24 to replace the C.7W in both the NEI and in the training role at De Mok. Because of increased tensions in Europe and the threat to Dutch neutrality, all 24 were retained in home waters, both as trainers and as light reconnaissance aircraft. Here the prototype/first production model formats with a camera ship to produce this Fokker Company postcard. (Doug Dildy Collection)

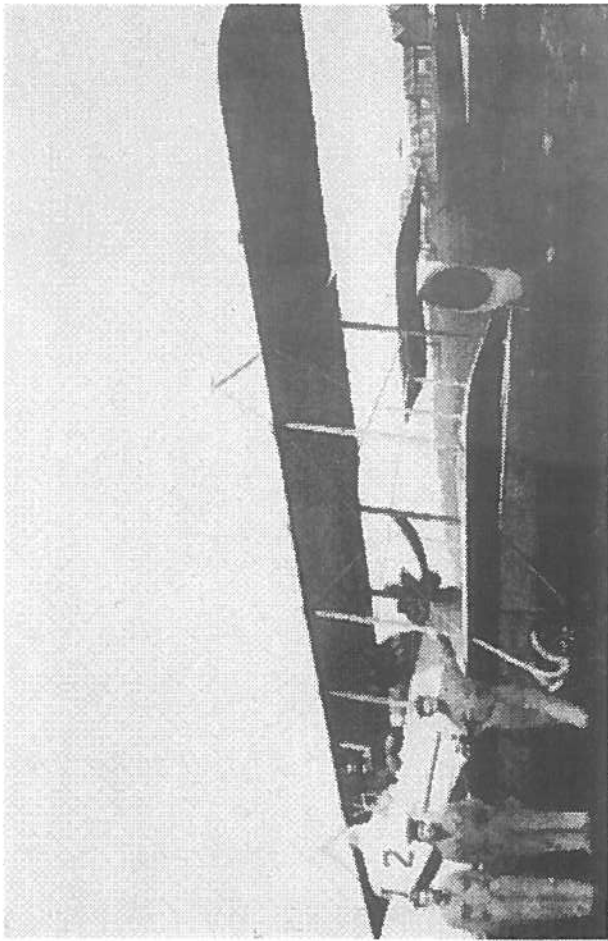
P. While the Fokker C.14W replaced the older training floatplanes at De Mok, the *MLD* also acquired new land-based trainers for De Kooy airfield. Replacing the ancient Fokker C.Is and C.5s were the new Koolhoven FK-51 biplane trainer. Fifteen were acquired and, like the C.Vs, they could also perform as light reconnaissance aircraft.

Q. The old Fokker S.3 elementary trainers were replaced by the new Fokker S.9, some 15 being purchased in 1937. Although unclear in this view, the S.9 was the first to use a new *MLD* paint scheme: the fuselage was a glossy deep blue (slightly darker than *LVA Blauw*) called *glansverf blauw* (literally "gloss blue paint"—no FS code known) and the wings, horizontal tail and struts were *anodiseer grijs* (anodize gray—FS 16320). Fifteen S.9s were acquired; all were lost at De Kooy on the first day of the campaign.

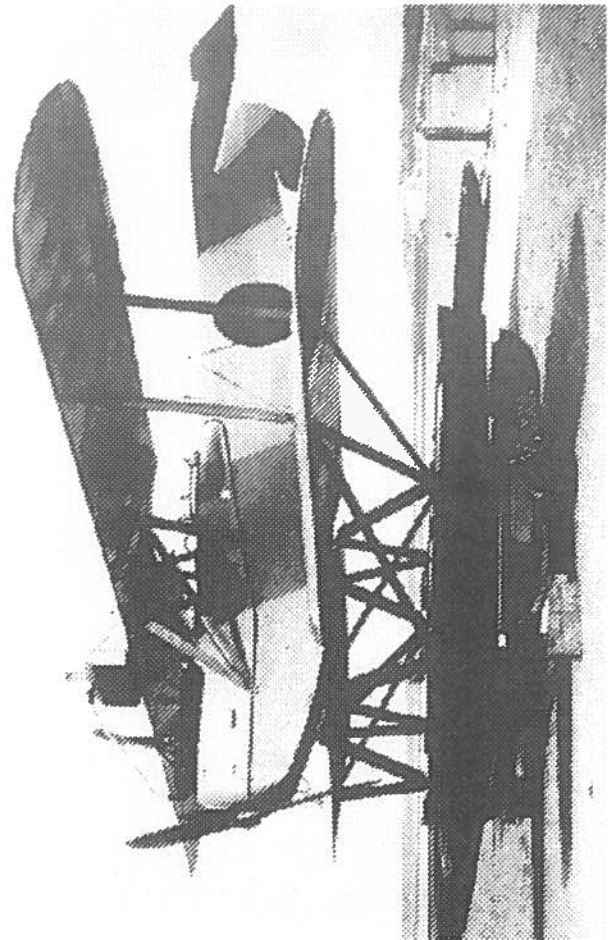
R. The Fokker T.8W floatplane patrol bomber was the first real combat aircraft assigned to the *MLD* home waters. "R-1" was both the prototype—as evidenced by the flight test instrumentation apparatus mounted on the nose—and the first production example. It was assigned to *GVT.2* and after providing good service in the doomed defense of Holland was evacuated to the UK where it became a part of the RAF's 320 (Dutch) Squadron. It was lost in an accident on Nov 28, 1940, as it and the other three surviving T.8Ws were being ferried to Felixstowe to be placed in storage. The others were eventually scrapped. (Doug Dildy Collection)

S. Fokker T.8W "R-5" was the first *MLD* aircraft to engage the enemy in attempting to enforce the Netherlands' Neutrality. Investigating a German He 115A floatplane off Ameland Island, it was shot down by the Heinkel's gunner. The pilot successfully alighted and the crew escaped unharmed. The Germans excused the incident saying that their crew had confused the Dutch national markings with the RAF roundel.

T. Following the loss of T.8W "R-5" to a *Luftwaffe* He 115 due to the Germans' confusion of the Dutch national marking with the RAF's tri-colored roundel a search for an easily discernable and readily identifiable "Neutrality Marking" was launched. The initial attempt was a return to the distinctive orange disk from WWI days—made more apparent by the 10cm (3.94in) black border—until it was realized that NEI aircraft so marked might be confused with Japanese aircraft due to the similarity to the red, round *hinomaru* national insignia.



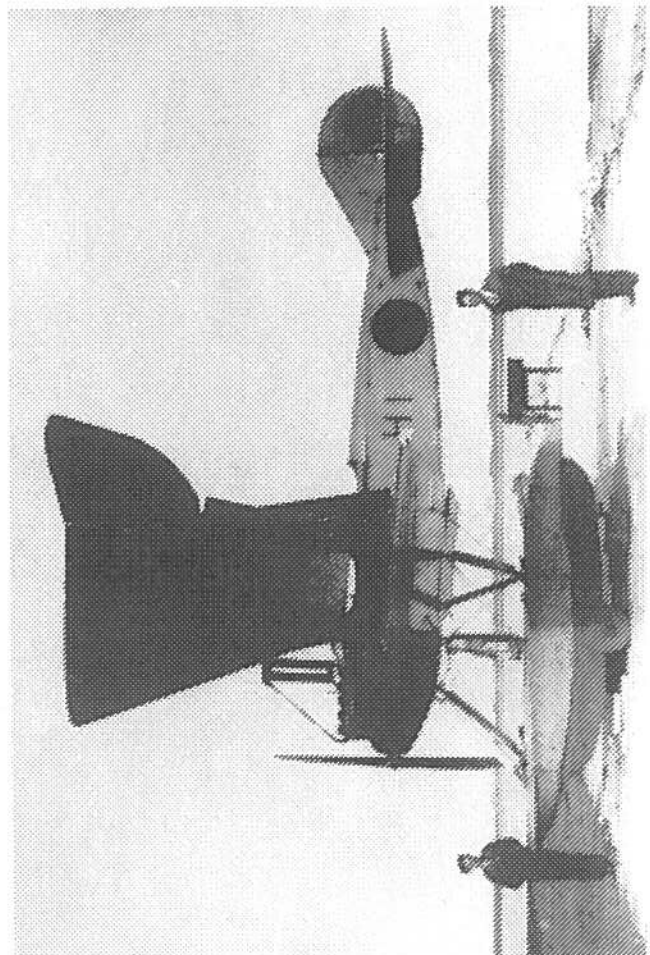
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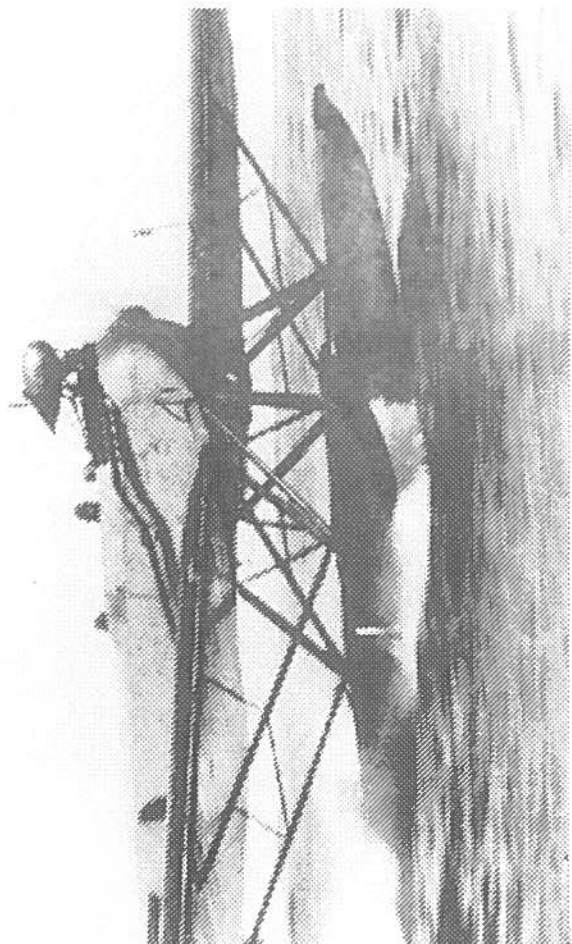
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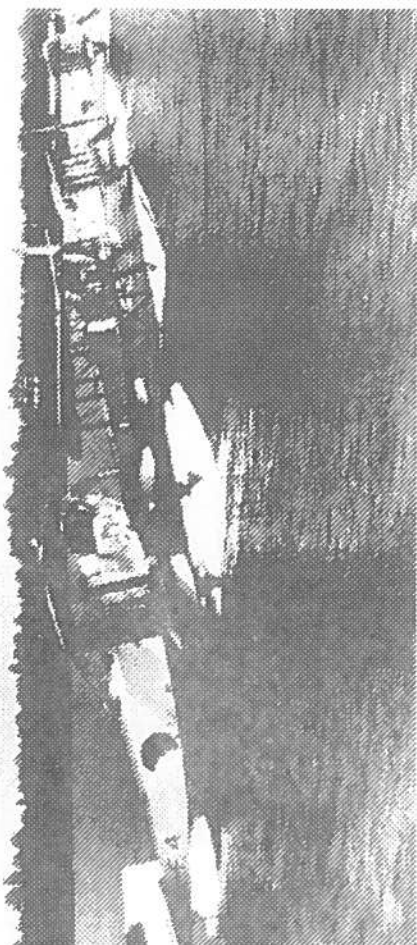
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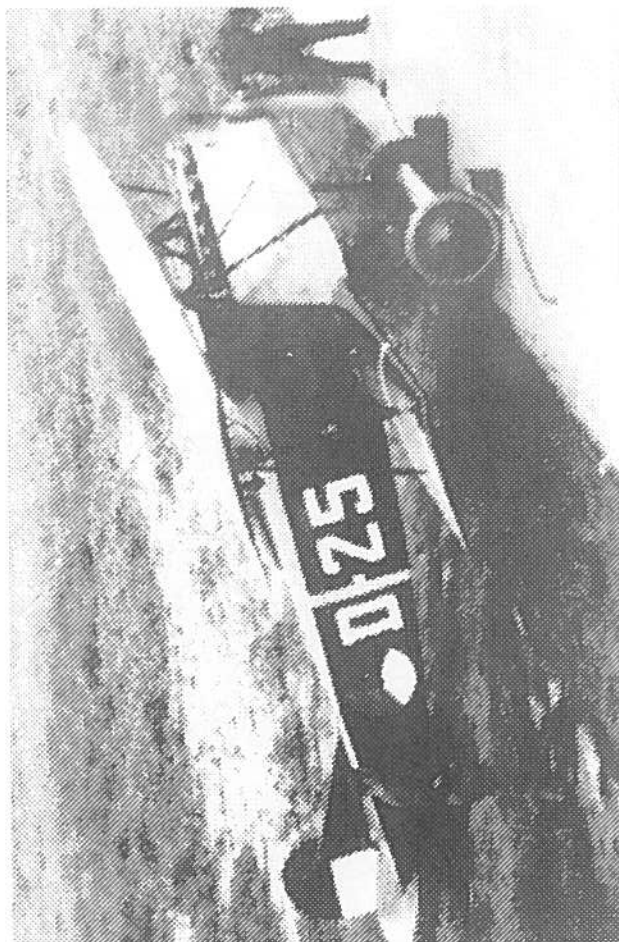
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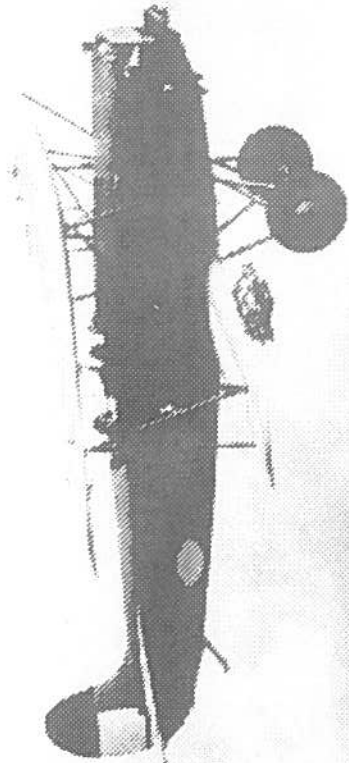
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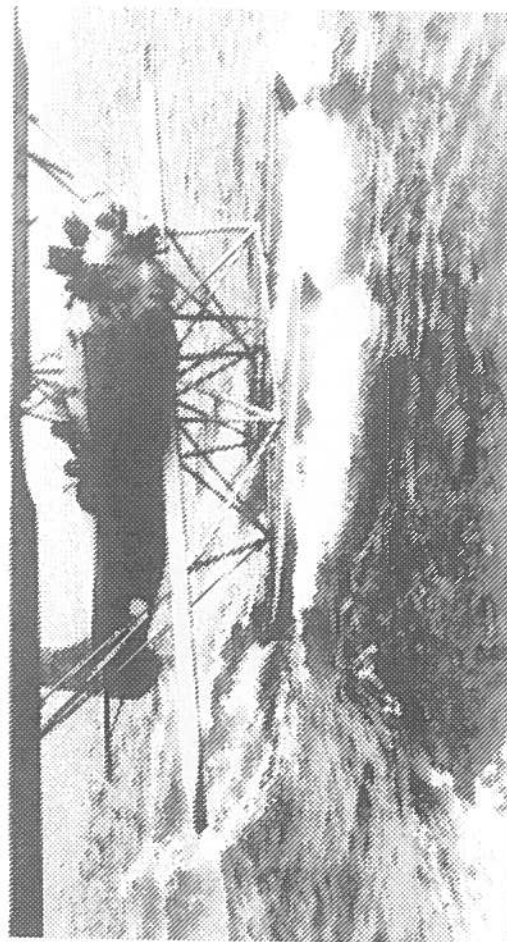
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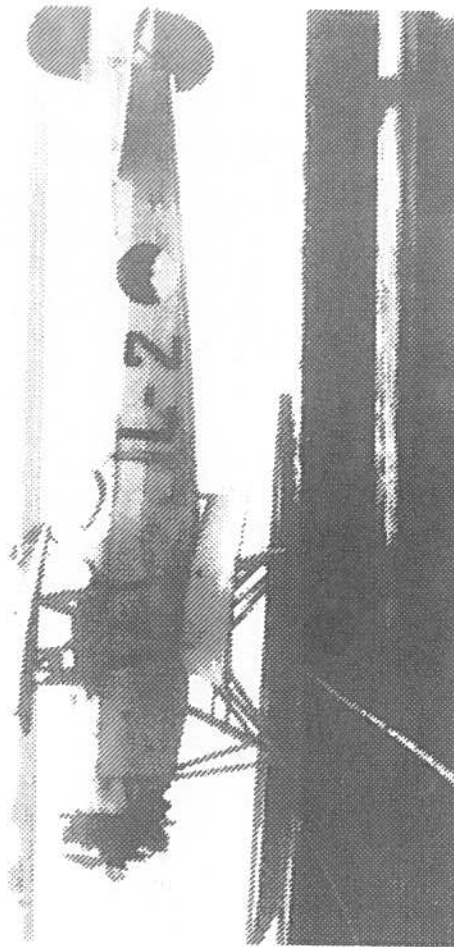
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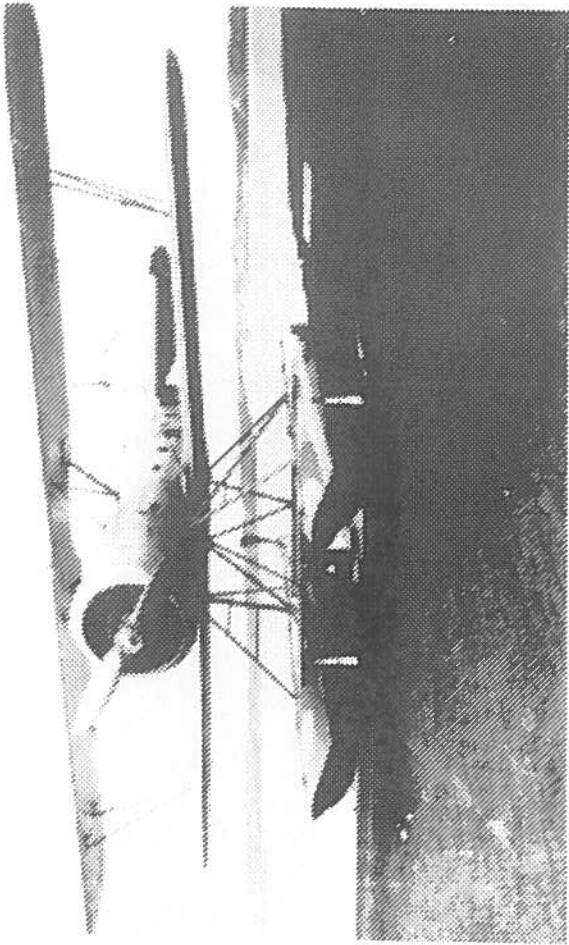
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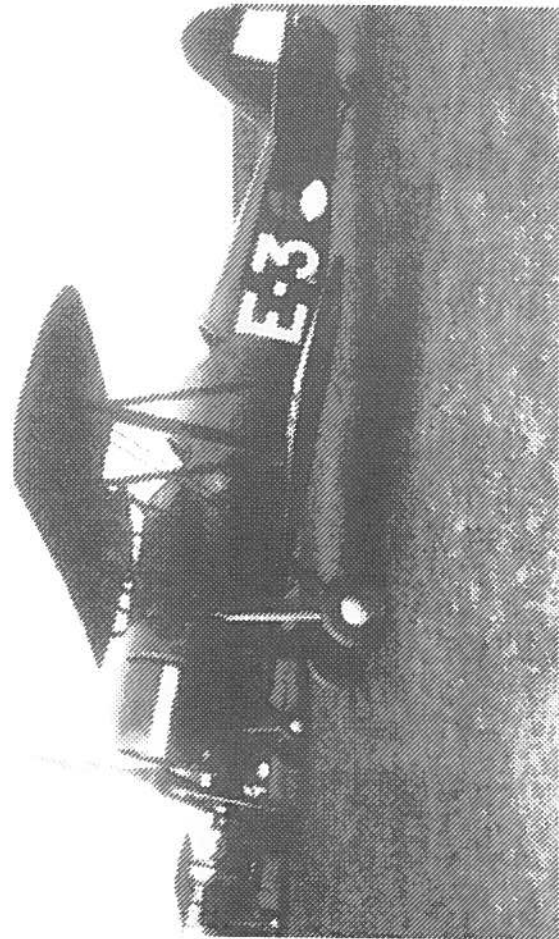
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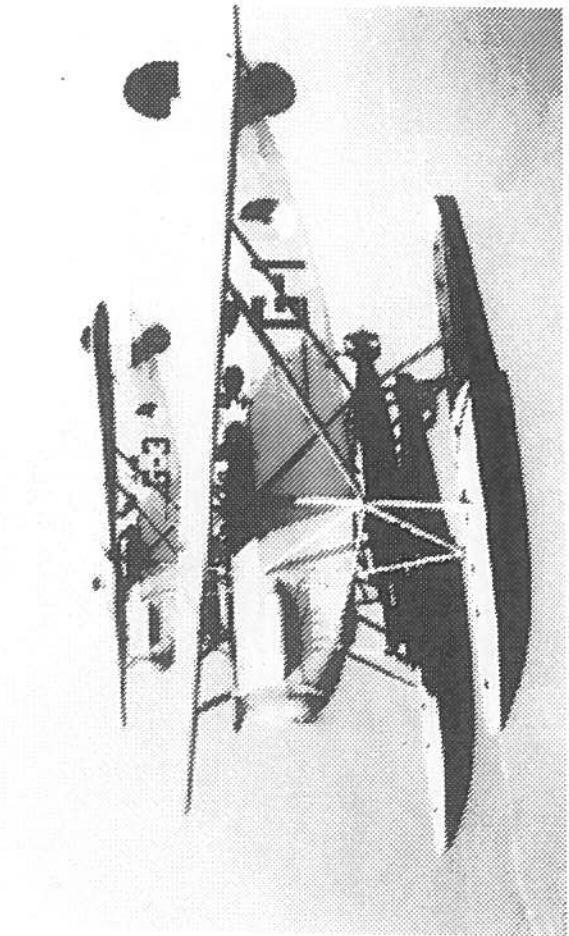
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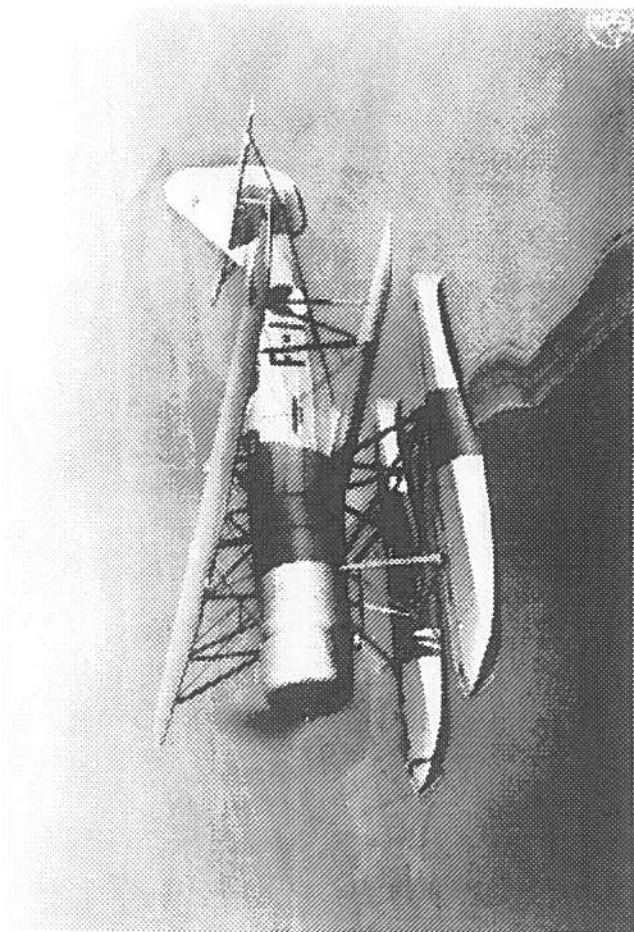
N



P



M



O

The Dutch Fleet, 1920-1940

For centuries the Dutch have been a great sea-faring people with a long maritime history and a strong and proud naval tradition. With the concurrent rise of Dutch nationalism (Independence gained in 1579) and the decline of the Spanish empire (Armada defeated in 1588), the only challenge to Britain's supremacy of the seas—until WWI—was the Netherlands. In fact, through the courageous and audacious leadership of admirals like Maarten Tromp and Michel de Ruyter, Holland has been the only other nation (besides the U.S. in 1814) to defeat England in war.

In the 20th Century the Koninklijke Marine's ("Royal Netherlands Navy") role was to defend the relatively open Dutch North Sea coastline and to police its far away East Indies (NEI) colonies. During WWI the Dutch navy enforced its determined neutrality with a fleet of four large, but slow "coastal defense ships" built (1896-1909) along the lines of small pre-dreadnought battleships, eight gunboats (1878-1913) and eight new torpedo boats (small destroyer-like vessels, built during WWI).

Following the Great War, the emphasis shifted to the defense of the oil-rich NEI colonies, so cruisers and destroyers became the primary warship types in the naval inventory. The first of these were the Java (1924) and Sumatra (1925)—their names reflecting their mission—6,670 ton light cruisers of German design, very much resembling the Kriegsmarine's Emden (1925). They were equipped with ten 5.9in (150mm) guns in ten single turrets: two fore, two aft, and three on each beam, providing a seven-gun broadside. With eight oil-fired boilers and three Krupp-Germania steam turbines they could make 30 knots, or cruise for 3,600 miles at half that speed. There was plenty of deck space, especially astern the aft funnel, allowing for the carriage of two floatplanes.

These were followed in 1935 by the light cruiser De Ruyter, a modern 6,450 ton warship built by Wilton-Fijenoord shipyards in Rotterdam. It mounted eight 5.9in guns in four dual turrets and ten Bofors 40mm AA guns, and its two Parsons geared turbines gave it a top speed of 32 knots. Mounting a Heinkel-built catapult abaft the

funnel, it carried a pair of Fokker C.11W float biplanes. The De Ruyter quickly became the flagship of the Dutch fleet.

To supplement the flagship, a pair of "flotilla leaders" were planned. The first, the Tromp, was launched in 1937 at Amsterdam and was essentially a 4,150ton "light light cruiser". It mounted three twin-barrel 5.9in turrets, had an AA armament of eight 40mm Bofors and a pair of 20mm Oerlikons, and mounted eight 21in torpedo tubes. While it could carry a C.11W floatplane, it had to be launched from the sea. Its sister-ship Jacob van Heemskerck, was launched in 1939 and still being completed when the Germans invaded.

These were to lead the flotilla of destroyers made up of eight new (1926-1930) 1,316ton vessels of the Evertsen class. Designed by Yarrow & Co., Ltd. and built at Rotterdam they were specifically ordered for duties on the East Indies Station. They were armed with four 4.7inch and two 3inch guns, six torpedo tubes, and carried up to 24 mines. Powered by Yarrow super-heated boilers and Parsons geared turbines, they could make 34 knots loaded. They were to be followed by Isaac Sweers class, of which construction began in 1938 and only two were launched—and neither completed—prior to Meidagen. One destroyer, the Van Galen, recently rearmed with an enhanced AA capability, was present in home waters during the German invasion.

The primary defensive warship in Dutch home waters was the gunboat. The most modern were three large (1,683 to 1,734 tons) vessels—Flores, Soemba (both built in 1925) and Johan Maurits van Nassau (1932)—armed with three 5.9 inch and three 40mm weapons. These vessels were larger than destroyers of their day and their main armament was the same caliber as a light cruiser's, but they had only three single-gun turrets and lacked torpedo tubes. Also available were three older (pre-WWI), smaller (533 ton) gunboats mounting four 4.1 inch and two 40mm weapons, and four ancient (1870s) river gunboats.

Supplementing these were five of the WWI torpedo boats (Z.3 and Z.5 through Z.8), three motor torpedo boats (TM.1, II, and IV), and 24 submarines. The remaining vessels of the Dutch fleet included

a 2,095-ton gunnery training ship (four 4.7 inch and six 20mm guns), two modern (1970 and 1,267tons) minelayers (and 14 others), eight new 460-ton minesweepers (and 8 others), a depot ship and three small tenders. Most of these ships were stationed at the main Dutch naval base at Den Helder, at the northern tip of North Holland Province.

Sources

De Nederlandsche Vloot in 1940 ("The Netherlands Fleet in 1940"), unpublished paper, provided to the author by Mr. Robert Vis. May 1993.

Jane's Fighting Ships of World War II, Anthony Preston, ed., London: The Random House Group Ltd, 1989

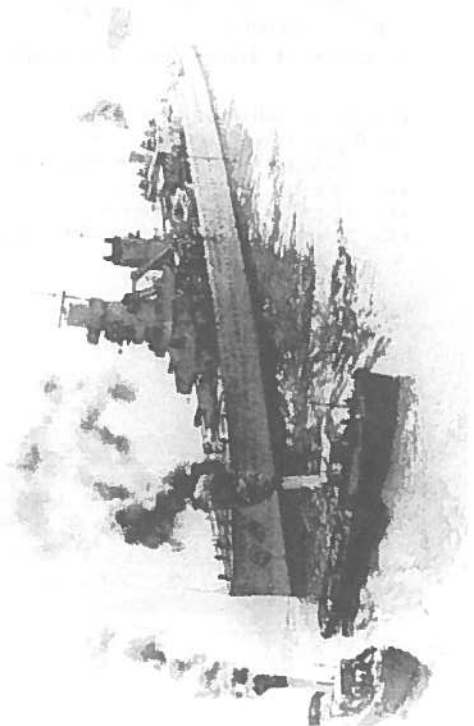
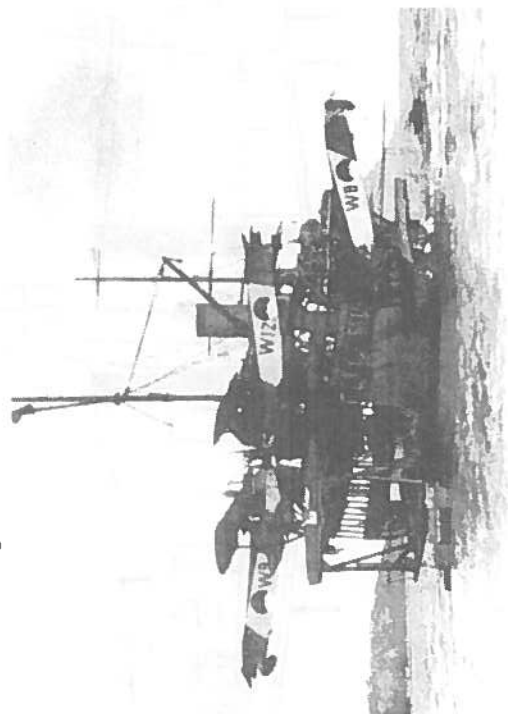
Mollo, Andrew, Armed Forces of World War II Uniforms, Insignia and Organisation, London: Orbis Publishing, 1981 (#34),

Captions for the photos below. (From the Thijs Postma Collection.)

A. The minelayer *Serdang* was the Dutch navy's first real seaplane carrier, embarking up to three Van Berkel WAs. Here the old vessel, built in 1897, is shown operating its full complement of seaplanes in the NEI archipelago in the 1920s.

B. The pride of the Dutch Navy and the flagship of its East Indies Fleet was the Hr.Ms. *De Ruyter*. It was the largest (6,500tons) and most modern (built in 1935) of the nation's cruisers and was the only one to mount a floatplane catapult. The Heinkel-made catapult was mounted on an elevated swivel immediately abaft the funnel and can be seen just inboard of the second ship's boat. On the aft end of the catapult is the cradle for carrying one of the Fokker C.11W floatplanes. The second C.11W was carried on the platform immediately aft of the catapult, just ahead of the AA battery of four dual 40mm gun mounts.

Doug Dildy (SAFCH #844), 3813 Madrid Dr. NE, Albuquerque, NM 97111, USA.



Gabonese Skyraiders

[Ed: Hubert Cance sent the photos of Gabon AF Skyraiders that he obtained from a French pilot who flew Skyraiders for the Gabon AF. Hubert also sent the following information.]

First batch delivered from Chateaudun, France, to Gabon (5 day flight) 9 February 1976.

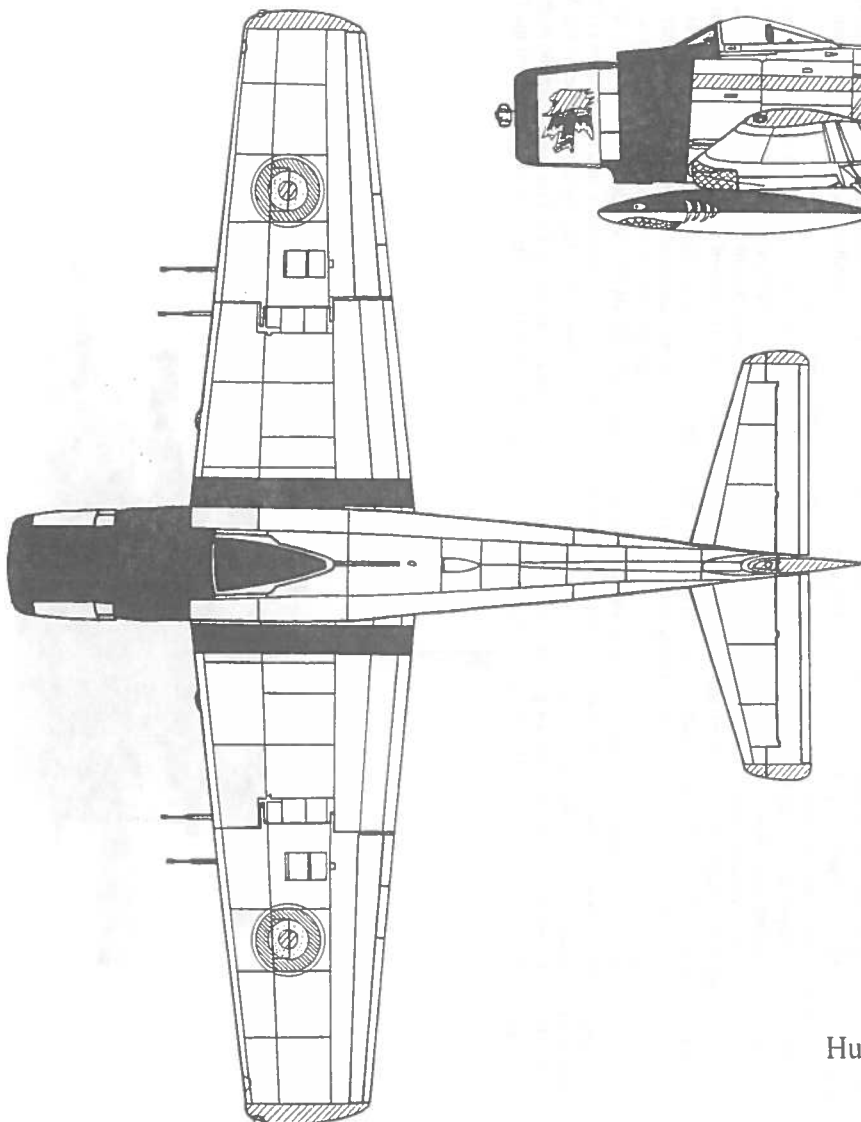
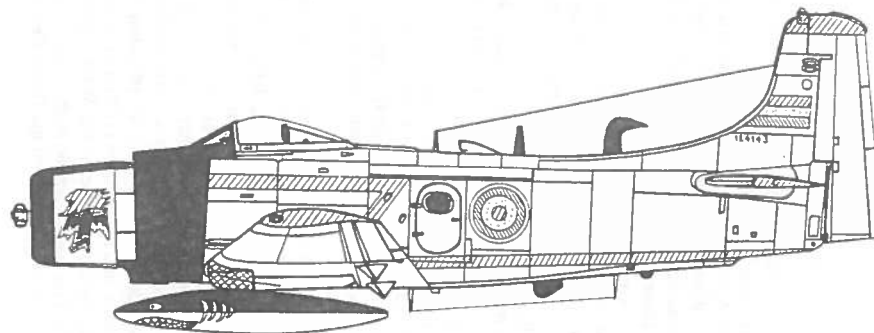
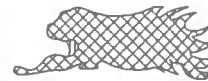
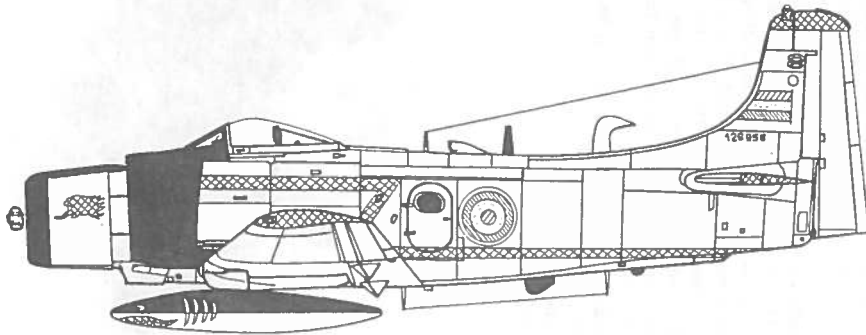
#19	TR-KMF	BuNo #126924 (7724)	Yellow
#41	TR-KM[N	BuNo #126912 (7712)	Sliver
#42	TR-KMO	BuNo #126922 (7722)	Blue
#45	TR-KMP	BuNo #126956 (7756)	Red

Second batch delivered 8 July 1978

#14	TR-KFP	BuNo #124143 (7449)	Green
#38	TR-KFR	BuNo #126996 (7796)	Crashed in Lome, Togo.
#61	TR-KFS	BuNo #127002 (7802)	Silver
#68	TR-KFT	BuNo #127894 (7909)	Silver

Last flight: 3 November 1982. Total flight time: 1047 hours 30 minutes.

Hubert Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France.



See photos of Gabonese Skyraiders on pages 71 and 72.

Hubert Cance (SAFO #809)



A Quartet of Bulldogs

Nils Treichel (SAFCH #1467)

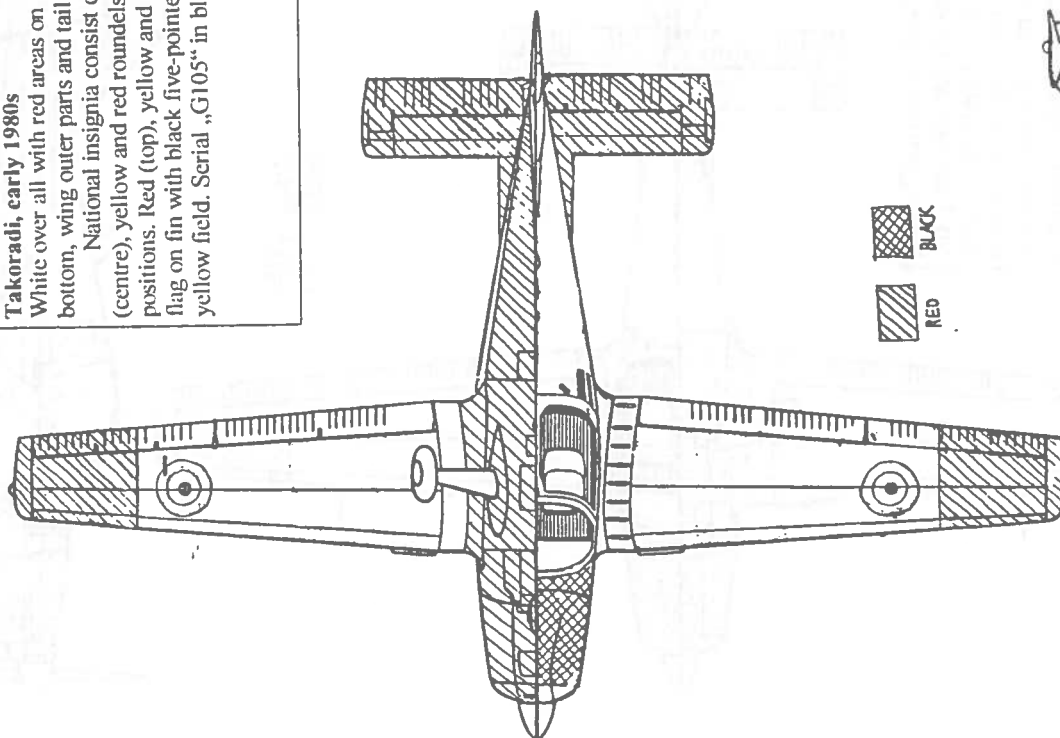
11

Ghana Air Force, Flying School, AB

Takoradi, early 1980s

White over all with red areas on fuselage bottom, wing outer parts and tail wings.

National insignia consist of green (centre), yellow and red roundels in six positions. Red (top), yellow and green flag on fin with black five-pointed star in yellow field. Serial „G105“ in black.



RED
BLACK

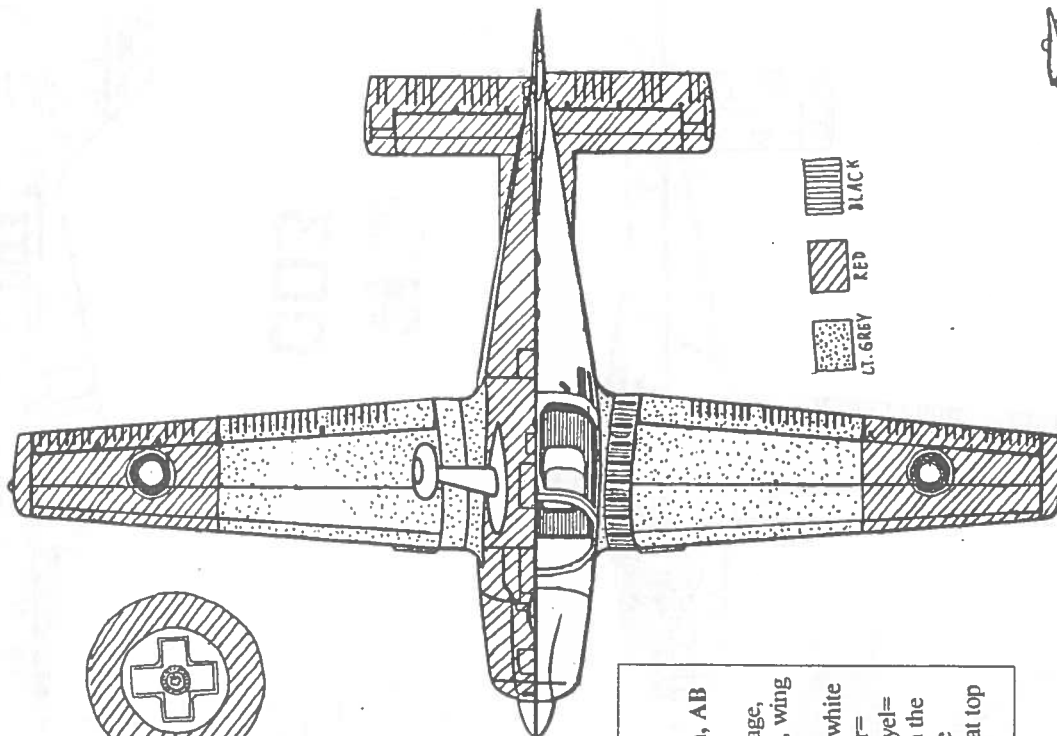
22

Malta Defence Force Air Squadron, AB

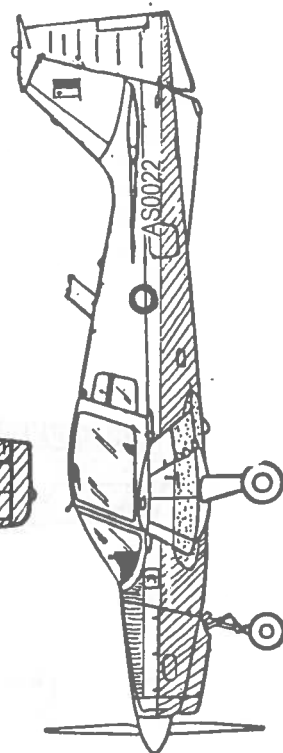
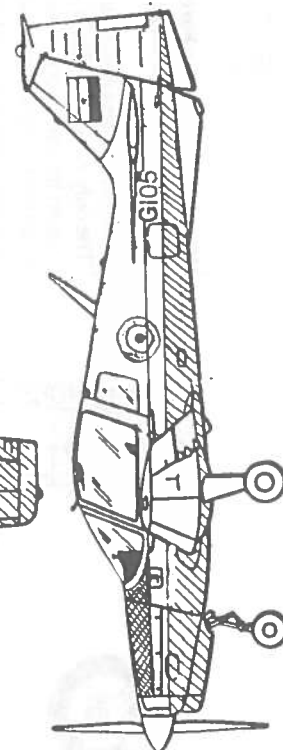
Luqa, ca. 2001

RAF trainer scheme with white fuselage, light grey wings and red fuselage top, wing outer parts and tail wings.

National insignia in six positions are white and red roundels. There is a black-bordered, equal-armed cross with a thin yellow surround and a heraldic device in the white centre. Vertically divided white (front) and red flag on fin with cross at top of white field. Serial is black.



LT. GRAY
RED
BLACK



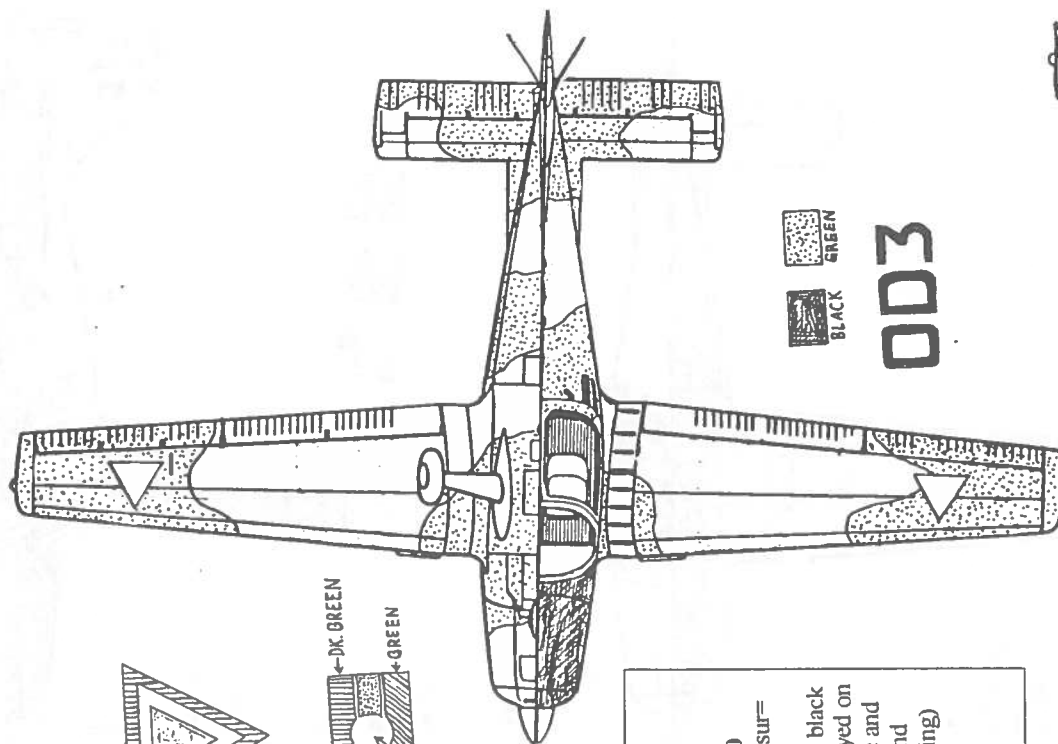
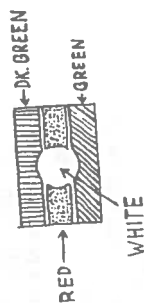
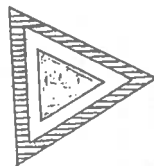
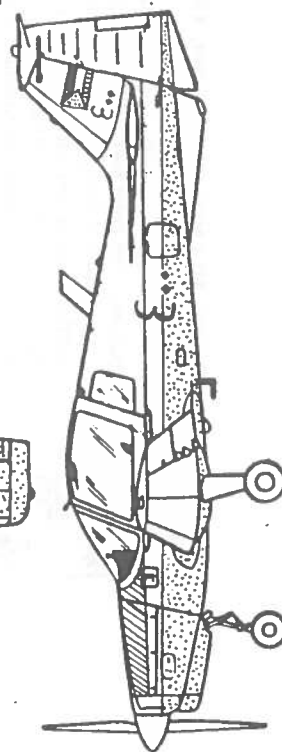
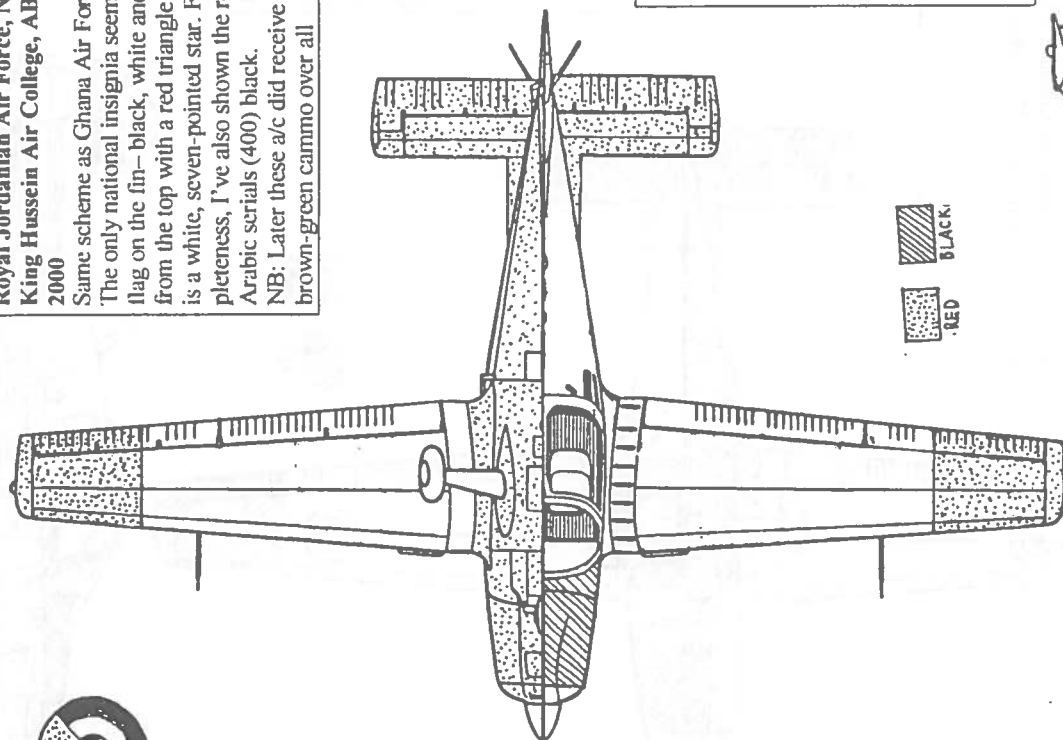
**Royal Jordanian Air Force, No.4 Squ.,
King Hussein Air College, AB Mafrag,
2000**

Same scheme as Ghana Air Force.

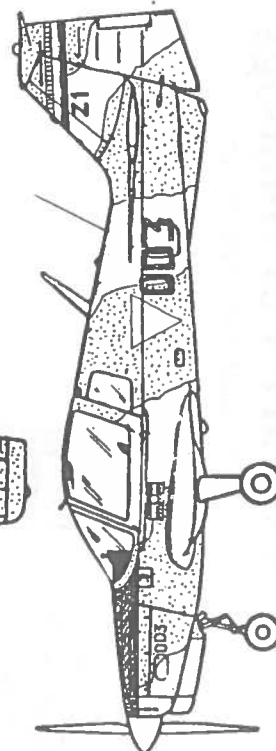
The only national insignia seems to be a flag on the fin—black, white and green from the top with a red triangle on which is a white, seven-pointed star. For completeness, I've also shown the roundel.

Arabic serials (400) black.

NB: Later these a/c did receive a sand-brown-green cammo over all



003



41

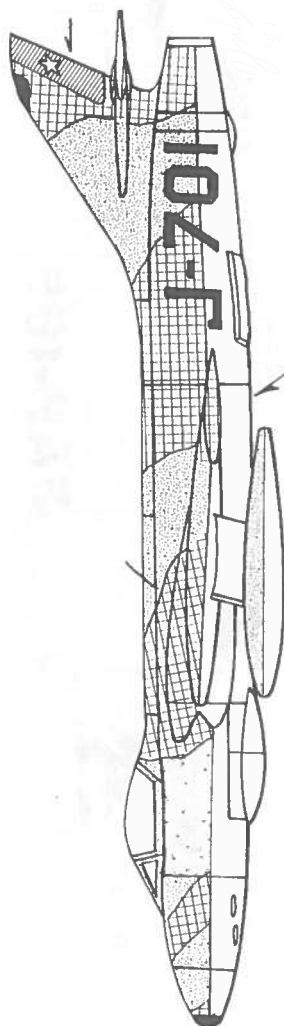
**Botswana Defence Force Air Arm,
Squadron Z1, AB Molepolole, 1980**

Dark Earth and Green cammo on all surfaces.

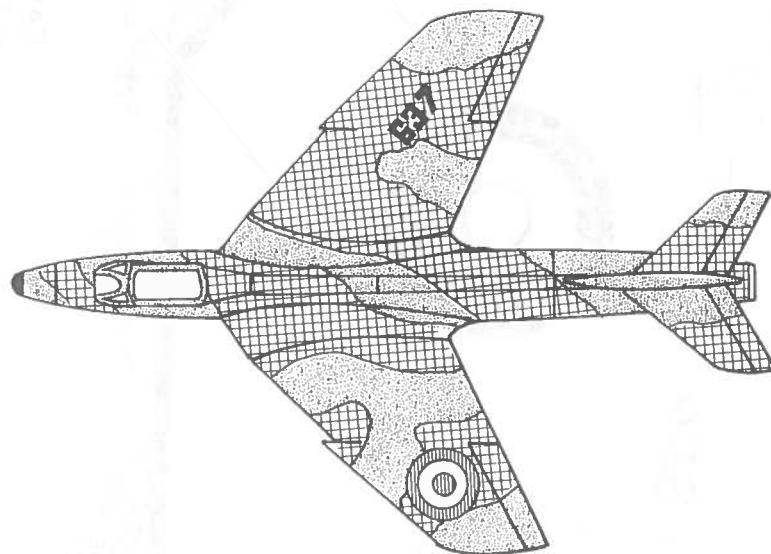
National insignia are blue, white and black (centre) equal-sided triangles, displayed on the fuselage and probably also above and below the wings. Blue (top), white and black band on fin and flag (see drawing) beneath cockpit. All lettering black.

Chilean Hawker Hunters

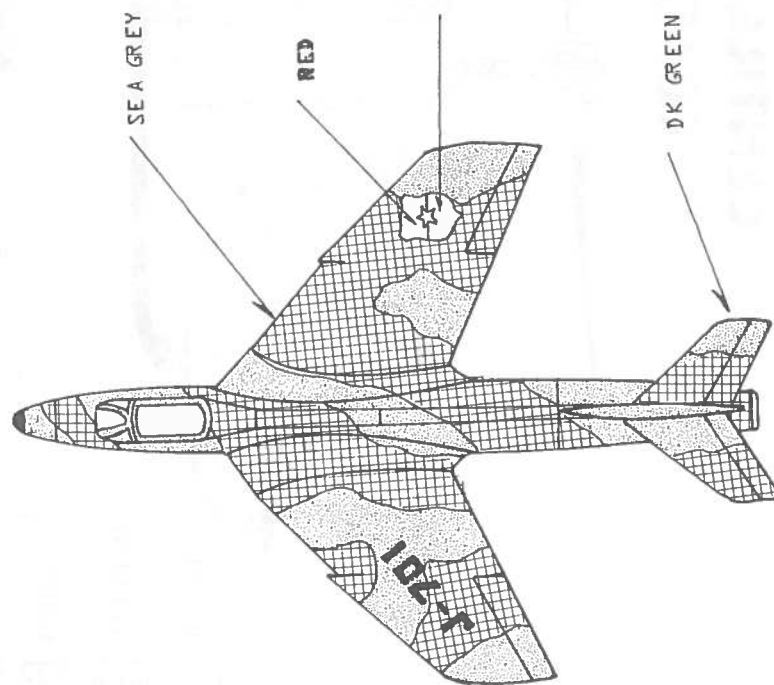
Nick Waters (Deceased)



LT GREY



DK GREEN

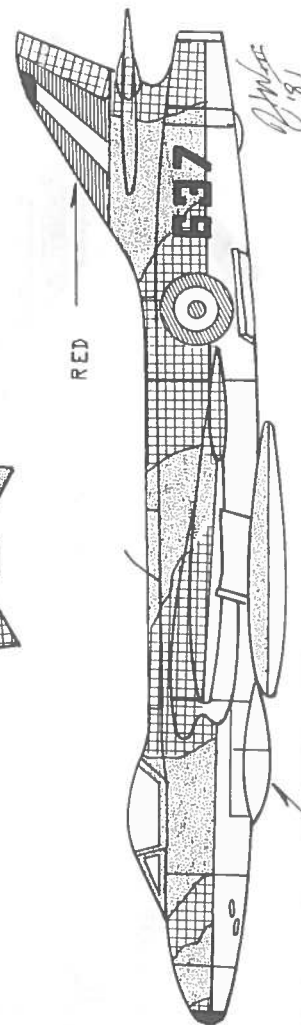


SEA GREY

RED

DK BLUE

DK GREEN

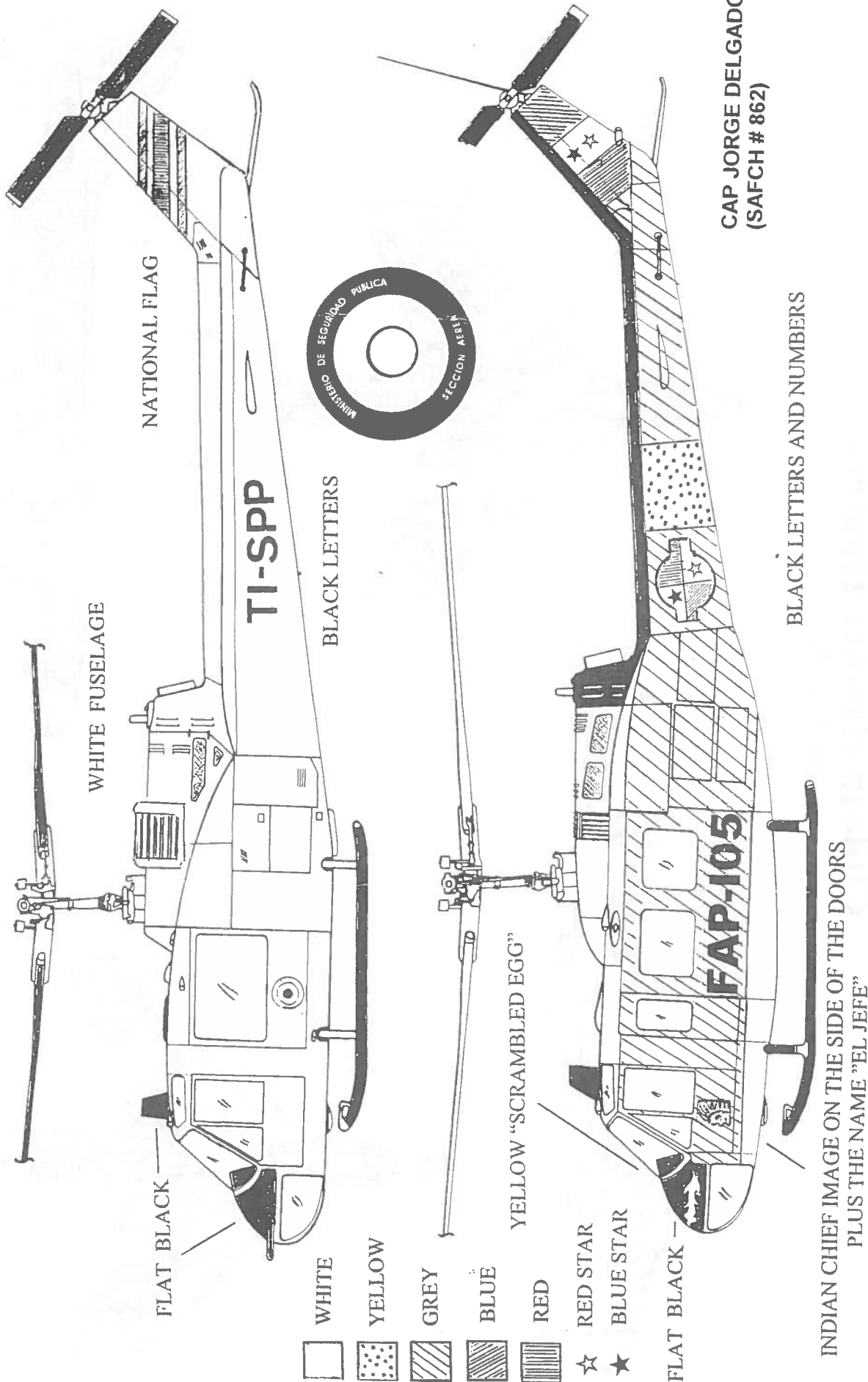


RED

LT GREY

AIRCRAFT CARRIES STANDARD
RAF FIGHTER CAMOFLAGE

CENTRAL AMERICA "HUEYS" COSTA RICA - PANAMA



CAP JORGE DELGADO P.
(SAFCH # 862)



Vought O2U-1A & V65F/V66F Corsair, Serie Aeronaval #19, by Jorge Felix Nunez Padin. E-Mail: marauder@satlink.com. Web-Site: www.fuerzasnavales.com. Also available from the SAFCH Sales Service for \$8.00 postpaid in the USA or \$11.00 rest of world airmail.

The Argentine Navy operated 17 Vought Corsairs biplanes in three different versions: 4 O2U-1A, 11 V-65F, one V-65F.1, and one V-66F. The later is identified as a V-66A in the Individual a/c section but as a V-66F in the title and in the photos.

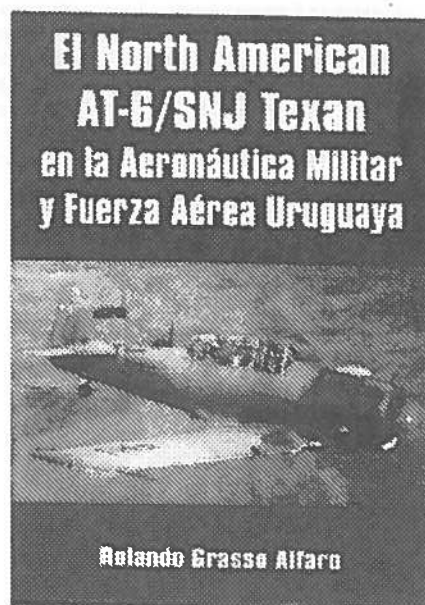
The history of these aircraft in Argentine Naval service is presented in the latest volume in Jorge Nunez's Serie Aeronaval. Slightly smaller than other recent volumes of this series, this A-5 size (15 cm by 22 cm) booklet consists of 28 pages with 20 b&w photos and 3 pages of color drawings. Printed on the high-quality glossy paper, the reproduction of the photos is of "Kodak" quality. The quality of the color drawings is equally impressive.

The text (entirely in Spanish) consists of three chapters: Historia (7 pages), Tecnica (2 pages). Historias Individuales (4 pages). For those who might be reluctant to purchase a book whose text is entirely in Spanish, no matter how good the illustrative material, try your high-school Spanish on the following excerpt from the Historias Individuales section: "HP-1/O2U-1A (msn 471). Primer vuelo el 22.03.29 como HP-1. Asignado como dotación del crucero ARA '25 de Mayo', enviado hacia Livorno (Italia) con motor R-1340B n° 903, para las pruebas de catapultas como HP-1. Primer catapultaje el 24.07.31. Incorporado al Cargo Material de la Estación Aeronaval Puerto Belgrano el 12.31 como R-57. El 30.09.32 se estrelló a 20 Kms de Puerto Belgrano durante una práctica de bombardeo en picada, tripulado por el AF Vincente Baroja y el Sof Alfano Carballo. Resultó con serios daños estructurales, con el fuselaje partido; reconstruido. Asignado a la Sección Observación de la 1ª Region Naval por Circ. Reservada n° 350 del 15.12.33. Transferido a la Estación Aeronaval Punta Indio el 14.06.37 (Expte 7-A-305R/937) como 1-E-47. Transferido a la Aviación de Escuadra en 07.38 según Circ. Reservada n° 552 como M-O-11. El 29.03.39 fue asignado a la Escuadrilla de Observación de la Escuadra Aérea 3 como 3-O-8. Durante 1940 quedó bajo dependencia de la Fuerza Aeronaval del Río de la Plata. Por Circ. Reservada n° 777 del

21.12.44 paso a ser 3-Gc-12. A partir de 1947 pasó a ser identificado como 0006/3-Gc-12. Desactivado por Expte 7-P-197R/947 y transferido al Ministerio de Agricultura y Ganadería. Matriculado el 26.08.47 como LV-XZD. Probado en vuelo por primera vez, luego de recorrida general el 07.10.47 en Base Aeronaval Punta Indio, equipado con motor Wasp R-1340B n° 929. Utilizado por la Dirección de Acridiología con la identificación MA3 hasta el 16.04.49 en que deja de volar definitivamente"

As seen in the preceding excerpt, the Corsairs carried a variety of codes while in Argentine service. All of these (except for the civil codes) are illustrated. For example, there's color side views drawings of 'HP-1', 'R-59', and '3-A-11', and color side- and top-view drawings of 'R-63' (on floats). The photos cover most of the other codes.

Those who have previous titles in this series know the quality of these publications and will need no further encouragement to order this one from the SAFCH Sales Service (\$8.00 postpaid in the US, and \$11.00 postpaid row (rest of world). [Ed: Old time free-flight modelers will remember row as "rise off water".] For those unfamiliar with this series, but interested in Latin American aviation, should go to the Sale Service and order this one as well as some of the previous titles – you won't be disappointed and you will possess some of the most exquisite aviation book available.



El North American AT-6/SNJ Texan en la Aeronáutica Militar y Fuerza Aérea Uruguaya, by Rolando Grasso Alfaro, ISBN 9974-39-820-7. Available via member Gary Kuhn (gkkuhn@earthlink.net) at \$15.00 each, postpaid to U.S. and Canada or via the author at rgrasso@adinet.com.uy or Aerolibros@gmail.com.

This 76 page, soft-bound monograph, measuring 7x9 inches, by member Rolando Graso (SAFCH #384) was a most pleasant surprise in the mail the other day, and is an excellent example of the often unheralded but world-class research that is being conducted by our fellow aviation historians with little or no fanfare.

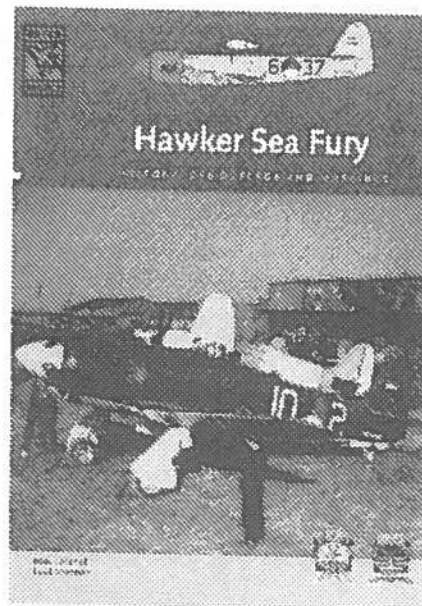
Featuring 19 color photos, not less than 90 black-and-white photos, and four full-color side-views by member Fernando Ceróvaz (SAFCH #1613), it can be fairly stated that Rolando has, with the photos and accompanying text, completely covered the service history of these, the most

numerous aircraft type every in the inventory of the Uruguayan Air Force.

The photo reproduction quality in some instances is disappointing, but this offset by the information value which they contain, and they are all valuable in that sense. Amongst the surprises was at least one aircraft that was named, details of some of the unit crests and insignia carried and the fact that at least one aircraft, AT-6D FAU-340, had under-wing racks for practice bombs and at least three practice rockets circa 1966. The text is supplemented by a very complete two-page foldout in the back of the volume detailing each and every aircraft. Unfortunately, Rolando was unable to locate the previous USAAF identities and Manufacturers Serial Numbers for four of the AT-6Ds provided under Lend-Lease, but this reviewer is happy to report that these are included in the long-awaited Air-Britain monograph that will be released later this year, covering the use of NA-16 and AT-6 series aircraft in Latin America.

All in all, this is very good value for money, and precisely represents the sort of work and dedication that SAFO members should support. It is highly recommended.

Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033



Hawker Sea Fury, by Nico Geldhof and Luuk Boerman. Dutch Profile #3. L.H. Boerman, Kerkstraat 2, 2471 AP Zwammerdam, The Netherlands. Softbound. €12.95 plus postage: €1.56 Europe, €2.05 outside Europe.

This is the third of Luuk Boerman's series of outstanding monographs on Dutch aircraft. Consisting of 40 A4-size pages including full-color covers, the history of the Dutch Sea Furies is covered in text (Dutch with a six-page English summary), photographs (with Dutch and English captions), and color drawings. The 67 b&w and 4 color photos are printed on high-quality glossy paper allowing an excellent quality of reproduction. A great majority of the photos are printed in a large format so that the beauty of the Sea Fury can be fully appreciated – even when it is shown in an embarrassing position after botched deck landings on the Karel Doorman. The color illustrations consist of a 4-view drawing of '10-9' and 6 side-view drawings ('10-10', '10-20', '6-11', '6-26', '6-34', & '6-46'). There is also a b&w 4-view drawing of '6-22'.

This series is subtitled "History, Camouflage and Markings" and all three aspects are thoroughly covered. Dutch Sea Furies carried two patterns of camouflage: (1) Extra Dark Sea Grey (FS16099) on the upper surface and sides of the fuselage and the top surfaces of the wing and horizontal tail. The lower surfaces were painted Sky (FS24424). (2) On the second scheme, the colors remained the same, but with the Sky extended up the sides of the fuselage. The code numbers were White on pattern 1 aircraft and Black on pattern 2 aircraft. On pattern 2 aircraft, the aircraft number was frequently repeated on the engine cowling. Propeller spinners were White for 860 Squadron (code '10-x') and Orange on the aircraft of 3 Squadron (code '6-x'). Dutch roundels were carried in the usual 6 positions with a Dutch flag on both sides of the vertical tail. I'm ashamed to admit it, but I was surprised to notice that, unlike to Czech roundel, the Dutch roundel is NOT handed – being applied with the Blue segment always on the left.

An unusual arrangement of national markings resulted when a damaged wing of a Dutch Sea Fury was replaced by a spare wing drawn for FAA stock, resulting in an aircraft with the Dutch roundels on one wing and British roundels on the other wing. This scheme should appeal to the modeler looking for something to stump his know-it-all friends.

The Dutch Profile of the Sea Fury is highly recommended to all enthusiasts of post-WW2 small-air-force aircraft.

The first two monographs in this series are still available: Lockheed L-12/212 in service with the RNEIAF, RNMFS and LSK (24 pages €9.95) and P-51D/K Mustang in service with the RNEIAF and AURI (40 pages €12.95).



L'Aviation Roumaine pendant la Seconde Guerre Mondiale, Medin Robanescu and Teodor Liviu Morosanu. Soft Cover. ISBN 2-915205-01-0. TMA 75rue Claude Decaen, 75012 Paris, France. (€34 plus postage)

Over the last couple of years a number of good books have appeared covering the Romanian Air Force during WW2. One of the best, if not the best, is this volume from Editions TMA. In A-4 size with 120 pages sturdily bound between substantial soft cover we have text (in French), 257 large well-produced photos, and 24 pages of exciting color side-view drawings. An appreciation of the extent of the coverage can be gained from a list of the aircraft covered by the color side-view drawings. (All aircraft in the following list are illustrated carrying

St. Michel's Cross national insignia expect those marked with a * that are shown carrying Romanian tri-colored roundels.) British: Blenheim I; Hurricane. Czech: Avia Ba-122. French: MB-210; Potez 543, 561, 63.3, 63-11, 651. German: Bf 109E (5), Bf 109G (12), Bf 109G (7)*, Bf 110C; Bu 133A; DFS-230; Do 17M (2); Fi 156C; Fw 44J*, Fw 58B, Fw 189A, Fw 190A; Go 145A; He 42, He 111E, He 111E*, He 111H, He 112B (2), He 114C; Hs 129B; Junkers W 34*, Ju 52/3m*, Ju 87D, Ju 88A (2), Ju 88D*. Italian: CANT Z.501B; Nardi FN-305; Savoia SM.55A, S.62bis, S-79B (2), JRS-79B (2), JRS-79B*, Polish: Lublin R-XIII; PWS-26; PZL P-11F, PZL P.23A, PZL P-24E, PZL P.37B; RWD-8 (2), RWD-13S, RWD-14. Romanian: IAR-27, IAR-37 (2), IAR 37*, IAR-39 (4), IAR-80 (2), IAR-81 (5). Russian: I-16; MiG-3; USA: Douglas DC-2; Fleet 10G; Lockheed 10, Lockheed 14.

The text is extensive, and as far as my grade school French allows, appears to be comprehensive. The chapter titles are: "Introduction"; "Le 22 juin 1941"; "L'Aviation Roumaine dans la Boucic du Don"; "Das changements massifs"; "La troisieme Campagne"; "Les Americains arrivent!"; "L'ete 1944"; "Le 23 aout 1944"; "L'Assaut"; "Les Stukas"; "La Reconnaissance"; "L'Ecole et l'Entrainement"; and "Le transport". While these titles are more-or-less self explanatory, I've made no attempt to translate them so as not to embarrass myself. Considering the extensive illustrative coverage of photos and color drawings, there is an amazing amount of text.

L'Aviation Romaine pendant la seconde guerre mondiale will enthrall the modeler with the variety of aircraft types and color schemes illustrated. The historian will salivate over the photos, many of which have never been published before. If you can read French, so much the better, but this book is highly recommended to even those who cannot read French.



Ju 87 in Foreign Service, by Mirosław Wawrzynski and Jacek Jackiewicz (Illustrator). Mushroom Model Publications. Red Series - No 5107. ISBN:8389450178. Web site: www.mmpbooks.biz. (2005)

The publisher, Model Mushroom Publications, is probably known to many of you from their excellent series of books on single aircraft types. Although printed in Poland, the text is entirely in English. It is in MMP's usual B-5 size (240 mm by 165 mm), soft-cover format. It consists of 104 pages including 36 pages of color drawings. There are 100 b&w wartime photos plus two color wartime

photos of Italian Doras (from 206a Squadriglia and NVT-1 flight from 1944). Many photos are presented for the first time and all are well reproduced on high-quality glossy paper. Additional to the text & photos there are 45 color illustrations of Ju 87 in profile. The cover and some of the inside pages may be seen at the web site listed above.

This is the story of the wartime use of Ju 87 by: Hungarian, Italian, Rumanian, Bulgarian, Slovak, Russia - ROA (KNOR), and other foreign users (including single planes in British, American, Soviet, Yugoslav, and Spanish service). The author provided the following statistics:

"Hungary (RKHL): This chapter has 15 color drawings of Ju 87 A-1, B-2, D-3, D-5 versions, including two 4-view drawings (Ju 87 B-2 'B.601' and Ju 87 D-5 'B.7+03'). Photos: 27 b&w. Italy (Regia Aeronautica): This chapter has 9 color drawings of Ju 87 B, D version, (one Ju 87 B-2, "yellow 10" of 209a Squadriglia in 4 views. Photos: 36 b&w plus 2 color. Romania (ARR): This chapter has 8 color drawings of Ju 87 D-3, '5' (one 4 side view of Ju 87 D-5 yellow code '861', with white inscription *Hai Noroc!* - Good luck! of the Esc. 86, Grupu 6 picaj. Photos: 23 b&w. Slovakia (SVZ): This chapter has 3 color drawings of Ju 87 D-5. Photos: 2 b&w. Bulgaria (VV): This chapter has 2 color drawings of Ju 87 R-2 and Ju 87 D-5. Photos: 5 b&w. Others users: There is a color drawing of a Ju 87 captured by the British and briefly used by 73. Squadron (Ju 87 R-2, 209a Squadriglia, yellow '10' with 4 views in both Regia Aeronautica and RAF markings - interesting for the modeler. Also one side view drawing of each Doras-3s used by 213. Sqn and 601. Sqn in North Africa 1942-43. There are also color drawings of Ju 87 use by the American (D-3) and by NOVJ (Tito's Partisans). Ju 87 Berta-2 (W.Nr.0406) was captured by partisans in the end of 1944. It was made airworthy in February 1945 and was used for several months by Yugoslavian pilots in the Communication Flights ("Ekadrla za vezi"). There is also Spain Berta -1 from Spanish Civil War (black 29.8) of the 5.K/88. Photos: 7 b&w."

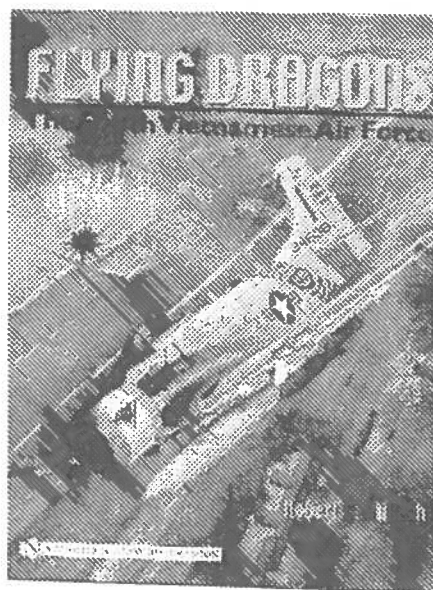
This book is a joy to read. The text, written in perfect English, provides information on the number and types of Ju 87 obtained by each country. The service use is very detailed, usually describing each significant combat sortie with crew names. An example of the information provided here is an excerpt from the chapter on Hungary: "On 14 September (1944) two Ju 87D-3s, B.648 (B6+48) with pilot tiz. (Corporal) Gabor Veresse and gunner tiz. Bela Kellari, and B.637 (B6+37) with pilot hdgy (Lieutenant) Imre Molnar and gunner tiz. Janos Kakatar, collided over the target, killing all four."

Another example: Many years ago I built the 1/72-scale Frog kit of the Ju 87D using the kit decals for Hungarian 'B6+27'. On page 7, I discovered that B6+27 was actually a Ju 87B. The Hungarian Ju 87Ds were coded 'B6+31' and above (as well as other code sequences.) If I ever get around the changing the code, I'll have to consider changing the order of the red/white/green colors on the horizontal tail – Frog had them the wrong way around. While on the subject of Hungarian Stukas, there is a color 4-view of a Ju 87B carrying the Hungarian chevron national insignia – something very different for your model collection.

The story of the Slovak Ju 87, provides the first explanation that I've seen on why these aircraft carried both civil code, e.g. OK-XAB' and military markings.

The discussion of the ROA (the Russian unit fighting against the Soviets) is the most thorough description I've seen. Unfortunately, there are no photos or drawings of ROA Stukas (or Bf 109s) only of a I-135 and a La-5FN carrying Luftwaffe markings.

The *Ju 87 in Foreign Service* is an excellent book that should excite all enthusiasts and modelers who are tired of seeing the Ju 87 in Luftwaffe markings. This book makes me wish I had stored away more of those Airfix Ju 87Bs and Frog Ju 87Ds.



Flying Dragons: The South Vietnamese Air Force, by Robert C. Mikes. Hardbound. 224 pages. A-4 size. Schiffer Publishing Ltd., 4880 Lower Valley Rd., Atglen, PA 19310, USA. \$49.95. ISBN: 0-7643-2158-7

This is an update of an earlier book of the same name by the same author published by Osprey in 1988. This new edition has not only been updated, but it has been enlarged and many more color photos have been added. [Ed: The earlier edition is available from the SAFCH Sales Service for \$16.00 including postage in USA.]

This book covers the entire history of the South Vietnam Air Force from its inception as a adjunct to the French Air Force in Indochina in the early 1950s until the last tragic day when last VNAF helicopter was pushed off the deck of the amphibious command ship USS *Blue Ridge* on 30 April 1975. The chapters are: (1) "Where it Began" 11 pages 18 photos [Criquet, Seabee, Flamanet, C-45, C-47]; (2) "Time of Transition" 12 pages 21 photos [French F6F, C-47, P-63, F8F, F4U, B-26; VNAF: F8F, Alouette III, H-19, T-6]; (3) "Coming of Age" 18 pages 37 photos [A-1, T-28, C-47, U-17]; (4) "The Expansion Period" 12 pages 30 photos [A-1, O-1, C-47, T-28, U-17, Beaver, H-34]; (5) "VNAF and Jets" 15 pages 34 photos [B-57, F-5, A-37]; (6) "Turn of the First Decade" 19 pages 39 photos [A-1, H-34, C-47, O-1, Beaver, F-5, A-37, C-119, UH-1, PL-2, DC-6]; (7) "Preparing to Go it Alone" 18 pages 36

photos [A-1, A-37, C-123, C-119, C-47, C-130, T-41, T-37, CH-47, O-2]; (8) "The Cease Fire" 18 pages 31 photos [A-37, F-5, O-1, A-1, UH-1, H-43, U-17, C-47]; and (9) "The Final Days" 9 pages 4 photos [C-130].

Extensive Appendices (64 pages) cover: (A) Aircraft of VNAF" listing the serial numbers of all aircraft used by the VNAF; (B) "Aircraft Colors and markings" with drawings of the variation in national insignia, drawings of the colorful fuselage bands carried by the Skyraider, and drawings of the camouflage pattern carried by several Skyraiders. (C) "Unit Numbering System of VNAF"; (D) "Unit Insignia of VNAF" 6 pages of insignia (132 insignia) in color; "Air Bases of VNAF" including color photos and runway plans of 9 major air bases; (F) "Organizational Units of VNAF"; (G) "Commander in Chiefs of VNAF" (H) "Ranks and Insignia of the South Vietnam Air Force"; (I) "Vietnamese Military Wings"; and (J) "Air Viet Nam". In addition there are "Glossary", "Bibliography", "Endnotes", and "Index".

The modeler will find much of interest here, starting with the Criquet (MS.500, aka Fi 156 Storch) carrying the early insignia consisting of an orange-yellow circle background with three concentric red bands superimposed, and going on to the F8F Bearcats, A-1 Skyraiders, F-5 Tiger II, A-37 Dragonfly, C-47 Skytrain, O-1 Bird Dog, T-41 Mesclero, H-19 Chickasaw, and UH-1 Iroquois – to mention only a few. The photos, particularly the color photos, are very well reproduced. Using these color photos the modeler should have no trouble in building a collect of models representative of the VNAF.

The need for much tighter editing is obvious from the frequent and unnecessary repetition found throughout the book – as if the chapters were checked over by different editors. And, the reliance on the computer's "spell checker" resulted in such bloopers as "(The book provides) new incites of the air force's role". However, these are minor complaints and *Flying Dragons* is unlikely ever to be surpassed as a history of the South Vietnamese Air Force.

Turkish Military Aircraft Since 1912, Ole Nikolajsen, 318 pages, 15 x 21 cm, soft bound. 430 b/w and 10 colour photos. Scramble, The Netherlands, 2005. Price €22.50.

An aviation book the way they used to make them: as a labour of love. Ole Nikolajsen has been collecting information on Turkish aircraft for decades and is likely the only foreigner to do research on the subject in Turkish archives. This is his *magnum opus*, summarizing the available information on the 220 or so aircraft types to have served with the Turkish air force, navy, army and police since the beginning, plus 20 types that saw service with the German forces in Turkey during WWI.

The book is divided in 13 chapters. The first ten of these progress chronologically, covering periods of varying length. Each chapter starts off with a page or two summing up the events and acquisitions during the period and sometimes an order of battle, followed by a type-by-type review of the aircraft that entered service during the period. For each type there is a short descriptive text and a listing of the units using the type, and then a table providing details of each individual aircraft. The table includes serial number, former identity, delivery date, unit/date, wfu date and remarks. The information is surprisingly complete, even though there are, of course, numerous gaps here and there in the tables, and even for the most oddball type there is usually something.

Thus we learn, for example, that a single Potez 25 was delivered 12 March 1928 and saw service as '1100' with the Tatbikat Bölüğü until 1935, while a further 19 were planned but never taken on charge. Also, on a more modern note, of the F-104S Starfighters received in 1974-1976, no less than 25 had crashed by 1992: a staggering 62.5%! The last three chapters cover aircraft of the Turkish navy, army and police, and provide a detailed order of battle from 2004.

The main text is followed by an appendix describing the organization and main equipment of each unit year-by-year, another one describing the Turkish national insignia over the years, and a third with a chronological listing of all aircraft types.

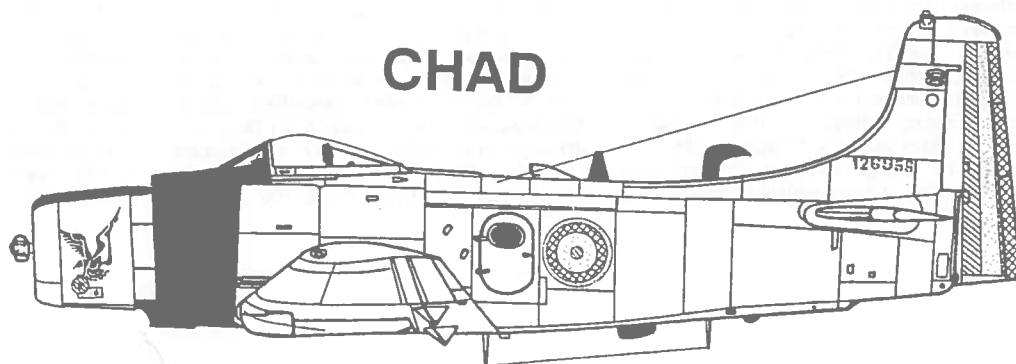
The focus of the book is therefore of lists and tables of various kinds and it is really not intended to be read from cover to cover. Having said that, there is quite a lot of text as well and somebody just reading the introductions to each chapter and section would no doubt end up with quite a good understanding of the general development of Turkish military aviation.

As noted above, there are hundreds of photos, covering most of the aircraft types. The quality, as is to be expected, is extremely varied. For a few older types, the photo appears to be from a second or third generation Xerox copy but those from WWII and on are usually of good or excellent quality. The only real criticism of the book concerns the size of many of the photos: they are sometimes ridiculously small, reminiscent of the postage stamp photos in British magazines in the 1970s. No doubt this is to save space but I cannot help feeling that it would have been better to add a few dozen pages to alleviate the situation. Luckily, Ole has also placed many of the photos in the book, plus many additional ones, on his web site, in larger size.

Even if your interest in Turkish aviation is limited, you should get a copy of this book just to marvel at the research that has gone into it! Copies can be ordered from the publisher at <www.scramble.nl/shop.htm>.

Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

This is an example of a model of an African air force that can be built using the Zotz Decals reviewed on page 69.



Enciclopedia de la Aviation Militar Espanola

Quirón Ediciones, C/Cromo P. 18-20, Polígono Industrial San Cristóbal, 47012 Valladolid, Spain. E-Mail: quiron@quironediciones.com Web Site: www.quironediciones.com Each 3.20 Euros.

#99 (pages 1581-1596) "Bucker Nu 133 Jungmeister" (continued) 16 pages including 17 photos and 7 color side-view drawings.

Poster Inserts: "De Havilland DH-87 'Hornet Moth' Avion con matricula civil EC-EFF perteneciente a la 'Escuela de Aviación Canudas'".

#100 (pages 1597-1608) "Bucker Nu 133 Jungmeister" (continued) 2 pages including 3 photos and a scale 3-view drawing. "Canadair CL-215 y CL-215T" 14 pages including 14 photos, 2 color side-view drawings, and a scale 3-view drawing (CL-215T).

Poster Inserts: Douglas DC-2 (EC-XAX) Avion encuadrado en el Grupo Militarizado de LAPE" "De Havilland Canada DHC-4 'Caribou' (T 9-8): Aparato perteneciente al Ala de Transporte a° 37 (Los Llanos)"

#101 This is the start of Volume VI (pages 1609-1624) "CANT Z.501 Gabbiano" 12 pages including 16 photos and 2 color side-view drawings. Some of the photos show a red 'sunburst' on the upper surface of the wing and other seen to show black stripes. The one clear photo of the top surface shows the usual black discs, white 'crosses', and a pair (one on each wing) of chord-wise black bars. Too bad there are no drawings of the top view of the more colorful markings.

Poster Inserts: "Avion Marcel Dassault Mirage F-1BE (CE.14.27). Aparato 14-10

perteneciente al Ala 14 de Los Llanos (Albacete)" and "General Aircraft 'Monospar' ST-12" Avion matriculado 31-5 en la inmediata postguerra".

#102 ((pages 1625-1640) "CANT Z.501 Gabbiano" (continued) 6 pages including 5 photos, a color side-view drawing, and a scale 3-view drawing (but still no color top view drawing), "CANT Z.506 Airone" 10 pages including 19 photos and one color side-view drawing.

Poster Inserts "De Havilland D.H.4 Avion matriculado H-48 de la Aeronautica Militar" [Ed. Here's a good subject for the small-air-force modeler to use the Airfix DH 4 that's been lingering in the loft waiting for the right color scheme.] and "Gourdon-Lessure 32. Aviacion Republicana del Norte. Escuadrilla de la Albericia".

Aviation History Colouring Book

Ian K. Baker, 31A Mercer St., Queenscliff, VIC 3225, Australia. Booklets are obtainable by mail order to anywhere direct from Ian Baker. Prices vary, most being around A\$10-A\$15 within Australia. Many previous issues still available. Booklets are also stocked by several specialist bookshops and hobby shops. Find them on the Internet. USA: M&M Models (Illinois) UK & Europe: Mushroom Model Publications (Herts). NZ: NZ Models (Invercargill).

#55 RAAF Spitfire Camouflage Special (28 pages) Ian's description of the purpose of the issue cannot be improved upon: "Number 55 is a completely re-written, re-designed and expanded version of the old number 26 'RAAF Spitfire Special'. That booklet first appeared nine years ago and repeated requests for it then kept it in print across the years until its withdrawal at the end of 2004. After all that time, I considered it was rather in need of some refreshing and updating. For this new edition, the essential core content has been

preserved, but in all other respects number 55 'RAAF Spitfires Camouflage Special' is a total make-over and incorporates several necessary corrections as well as additional information. Like its companions, 'P-40 Camouflage Special' and 'Lockheed Hudson Camouflage Special', this new booklet takes a thoughtful, in-depth look at just one aircraft type. It seeks to point out and explain important, but often overlooked camouflage and markings subtleties and connections which can often explain so much of what we might see – but often miss seeing – in photos of these aircraft found in books and magazines." Ian goes on to describe the need for a discussion of RAAF Spitfire camouflage. "Well over 600 Spitfires were shipped to Australia during WW2. Alterations to camouflage and markings for service with RAAF (and with RAF units operating under the direction of the RAAF) against the forces of Imperial Japan, gave them an appearance unlike any others elsewhere. And there was much variation, too ... they were far from all alike. This booklet sets out

their initial factory finishes, then tracks and explains with supporting diagrams, drawings and selected photos, how and why that paintwork was subsequently altered and changed." Then he describes the content of this booklet: "Twenty-six Spitfires are studied: no two exactly alike. All the main finishes are included, along with principal markings variations. And in the course of doing this, every unit which flew Spitfires is represented. There are colour notes which include matching the key Australian paint colours to FS, BS, Pantone & Methuen colours."

That pretty well sums it up. Nothing more to do except give an accounting of the illustrative content: There are 14 photos and 26 side-view drawings complemented with top and bottom view drawings when necessary.

"RAAF Spitfire Camouflage Special" Is an indispensable guide for anyone contemplating making a model of an RAAF Spitfire. It also will be of interest to anyone interested in a good "detective" story.

Ciel de Guerre

TMA, 75 rue Claude Decaen, 75012 Paris. Six issue per year. 41 euros in Europe, 50 euros rest of world.

#03 Decembre-Janvier-Fevrier 2005. 100 pages. "Tigres Volants" The entire issue is devoted to the Flying Tigers both in Burma and in China. Chapters are: (1) "La Genese" 3 pages including 11 photos. (2) "Les Hommes" 6 pages including 13 photos (one of a Stinson 105 'XY-AAH' used by the AVG for liaison). (3) "Le Materiel" 6 pages including 21 photos. (4) "Le Coup de Boutoir Japonais" 11 pages including 35 photos and one map. (5) "Un Echauffement Difficile" 2 pages including 2 photos. (6) "Haway 7/12" 4 pages including 14 photos. (7) "Combats en Birmanie" 5 pages including 7 photos. (8) "Dans le Ciel de Chine" 8 pages including 23 photos. (9) "Vers l'Integration" 4 pages including 12 photos. (10) "Un Sang Neuf" 4 pages including 6 photos. (11)

"Baroud d'Honneur en Birmanie" 4 pages including 13 photos. (12) "La Main Passe" 2 pages including 3 photos. (13) "La Question des Victories" 5 pages of tables listing (a) pilots lost, (b) victory claims by pilot, and (c) Japanese aircraft lost from December '41 to July '42 by date, type of aircraft, location, unit, pilot, cause of loss, AVG unit credited, type of aircraft, and pilot. (All victories are by P-40C (sic) and P-40E except for a few by Buffalo, Hurricane, Blenheim, & B-17.)

In addition to the above there are 22 pages of color drawings: These include: (I) A generic drawing of each of the three squadron's aircraft with unit insignia (1st Pursuit Squadron "Adam & Eve", 2nd Pursuit Squadron "Panda Bear", and 3rd Pursuit Squadron "Hell's Angle"). (II) The 4-view drawings are of Hawk 81-A2 '47' and Nakajima Ki-27 '33'. (III) The 3-view drawing are of Hawk 81-A2 '75', P-40E '1', and P-40E '106'. (IV) The

color side-view drawings of Curtiss aircraft are: Hawk 81-A2 (16), P-40E (1), P-40K (1), P-40M (1), & P-40N (4). (V) Color side-view drawings of Japanese aircraft are: Mitsubishi Ki-21 (2), Ki-30 (5), Ki-46 (1), & Ki-51 (2); Nakajima Ki-27 (11), Ki-43 (5), & Ki-44 (1); and Kawasaki Ki-43 (1), Ki-56 (1), & Ki-48 (3). All these color drawings are beautifully done and appear to be well researched.

There is a small 3-page "Maquette" section that includes 10 color photos of the 1/72-scale AML kit of the 81-A2 under construction and completed as aircraft '88' of the 3rd Pursuit Squadron.

This issue of Ciel de Guerre is highly recommended both for its excellent color drawings and for the list of Japanese aircraft losses. As an extra, the attentive modeler should be able to build several "dog-fight doubles" featuring accurate pairings of victor and vanquished.

Aeroplan 5/6 '04 (50/51). 68 A-4 size pages and CD. E-mail: aziobier@wp.pl. Web site: www.altair.com.pl.

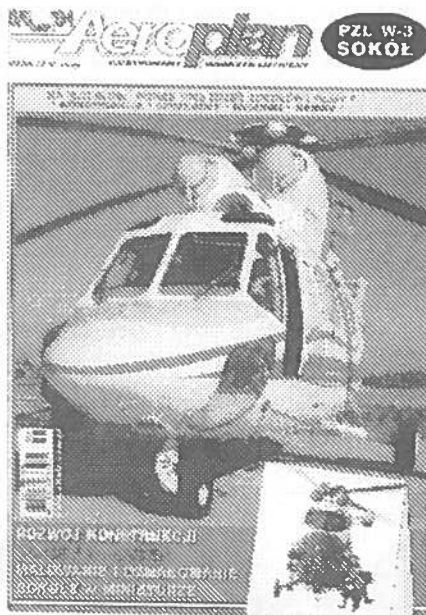
A few issue back, I reviewed the June 2002 issue of the Polish magazine *Aeroplan* that was devoted entirely to the Polish Su-22. I was particularly impressed with the wealth of material on the CD enclosed with the magazine. Now I have received issue 5/6 '04 that is devoted entirely to the PZL W-3 (W-3A) Sokol helicopter. And again, the inclusion of a CD is noteworthy.

First, a discussion of the "paper" product. The magazine consists of 68 pages of text (in Polish), color photos, tables, and color drawings. The chapters are: (1) "Jak Sokol szedł do wojska" 9 pages including 49 color photos of exterior and interior details. (2) "Użythownicy smigłowcow W-3" 17 pages including 39 photos of the Sokol in Polish markings and in the markings of Germany, Burma, Nigeria, South Korea, the Czech Republic, Portugal, and The United Arab Emirates. (3) "Produkcja smigłowcow Sokol" 5 pages with 3 photos and a list of all Sokols produced with original owners and remarks. (4) "Opis konstrukcji smigłowca W-3WA 9 serii produkcyjnej" 15 pages including 16 photos and 24 engineering drawings. (5) "Wojskowe Sokoly w kolorze" 20 pages including 34 photos of exterior markings, unit insignia, and 12 color side-view drawings (all Polish). (6) "Modele Skolow" 4 pages with 15 photos of completed models (including an amazing 1/200-scale scratch-built Anakonda on the ORP Gen. K. Pulaski).

There is much too much on the CD to even attempt to describe it all here. By my count there are 1605 photos, 43 engineering drawings, and 7 short film clips. For those areas of greatest small-air-force interest, the photos include 47 of South Korean a/c, 11 of Nigerian and Portuguese a/c, 6 of United Arab Emirate a/c, 45 of Czech a/c, and 31 of Burmese a/c. This is far in excess of what could possibly be printed in any magazines or even a book. Notice for example that the magazine has two photos of Burmese Sokols compared to the 31 on the CD.

Aeroplan's CDs are an amazing advance in magazine publishing. Even if you're not a fan of helicopters, let alone Polish helicopters, you owe it to yourself to beg, borrow, or steal a copy of this CD

just to see what is possible in this "brave new world".

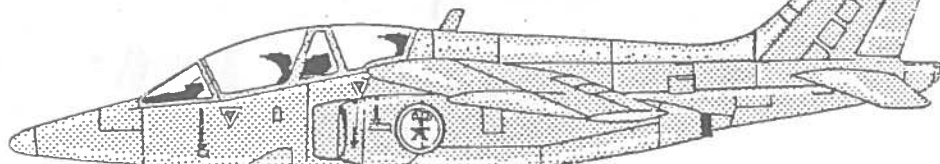
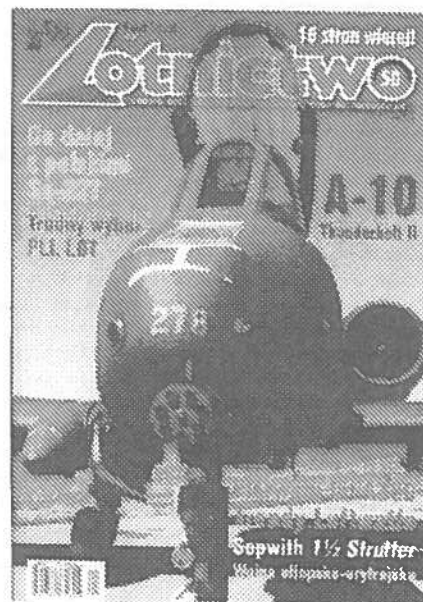


Lotnictwo 5/05 Maj 2005. 84 A-4 size pages. E-mail: magnum@magnum-x.pl.

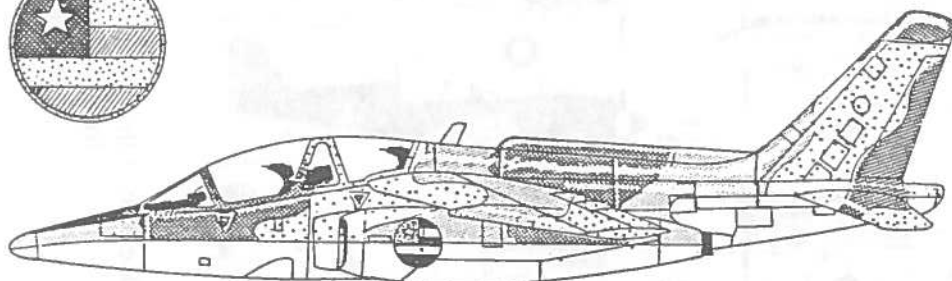
Lotnictwo is a long-establish Polish general-interest aviation magazine. While many of the articles have little direct small-air-force interest, there are always several in each issue that deserve our attention. For example, in the issue at hand, you'll find the following: "Wojna etiopsko-erytrejska (cz I)" 5 pages on the conflict between Ethiopia and Eritrea that includes 13 photos (Ethiopian Saab B-17, Fairey Firefly, F-5A/E, An-12, Mi-24, & L-39; Eritrea Y-12, L-90, Mi-8, & MB.338), one map, and 3 color side-view drawings (Ethiopian MiG-21MF & MiG-23BN; Eritrea MB.339). "Niedoceniony Sopwith 1 1/2 Strutter - monografia" 9 pages including 13 photos, a scale 5-view drawing, and 6 color side-view drawings (2 RFC, one Australian Flying Corps, One French, one Imperial Russian, one Soviet, and one Latvian),

"Polskie lotnictwo komunikacyjne we wrześniu 1939 r." 4 pages including 4 photos (Lockheed L-10 Electra and L-14 Super Electra in LOT markings) and a table listing the fate of all LOT (Polish Air Lines) aircraft in the September Campaign. Of more modern interest is "Polskie smigłowce nad Afriką (cz. II)" the story of Polish Mi-8s on relief missions in Africa (includes 3 photos). As an example of an article of general interest is "Fairchild A-10 Thunderbolt II - monografia (cz. I)" that occupies 8 pages including 10 photos and a 2-page 4-view scale drawing.

Lotnictwo is not for everybody. However, if you're interested in Polish aviation, past and present, and are not turned off by all the consonants in the Polish language (after all "it's pronounced exactly as it's written"), you might find this magazine interesting. And, if you're of Polish heritage and struggling to recover your roots, this may a good way to increase your (and your children's) interest.



MOROCCO



TOGO

These are an example of models of an African air force that can be built using the Zotz Decals reviewed on page 69.

Roundels of the World: Part 1 North Africa. Zotz Decals ZTZSP1.

From Zotz Decals in Mexico comes an amazing set consisting of five sheets (8 inch by 5.5 inch) containing the national marking of 19 North African counties: Morocco, Algeria, Tunisia, Libya, Egypt, Mauritania, Mali, Niger, Chad, Sudan, Eritrea, Senegal, Burkina Faso, Nigeria, Central African Republic, Ethiopia, Djibouti, Somalia, Gambia, Guinea, Guinea Bissau, Sierra Leone, Liberia, Ivory Coast, Ghana, Togo, Benin, Cameroon, and Cape Verde Islands.

Each country is allotted at least one column-inch of space, room enough for, typically, 27 roundels in three sizes (6 mm, 9 mm, and 13 mm.) Countries with odd-shaped national insignia or large fin flashes get more space, and Nigeria even gets an additional column inch for its naval roundels.

These decals are well printed, in perfect register with dense vibrant colors. And, what wonderful colors they are! This set is a must for all modelers interested in doing models of the aircraft of the smaller countries. Even if Africa is not your "thing", buy this set anyway, and do a few models using these decals while you wait for the release of future sets covering the countries of your interest. Anyone for Central Asia?

You can find "Roundels of the World, Part 1" illustrated in color and for sale at <www.twobobs.net>. Zotz decals are also available from Squadron Mail Order (1115 Crowley Dr., Carrollton, TX 75011-5010, USA) or <www.squadron.com>. While their most recent Supplement (August) does not list the "Roundel of

the World" decals, they do list "Latin American Hinds: Peru, Nicaragua, & Cuba" in 1/72 scale for \$8.96.

[Editor's note: In this issue, I am starting what I hope will become a series on aircraft using these decals. I'll begin by reprinting some of the drawings that appeared in former issues of SAFO. Hopefully, readers will pick up on this by providing drawings or photographs of aircraft from these countries. Along this same lines, can anyone suggest a computer program that allows the user to insert national insignia of one one's choice onto 3-view drawings of aircraft?]

[Editor's note: FCM has canceled its "Elite Series Wet Transfer" line because modelers were reporting problems using it. All their new releases are being printed as thin decals that must be used with great care.]

1"/14° G.Av. Curtiss P-40N/K. 1/72-scale decals. FCM 72-23. Web Site: www.fcmdecals.com.

This 117 mm by 143 mm sheet provides the decals for ten Brazilian Air Force P-40s: Two P-40N in Olive Drab (FS 34087) upper surfaces with Light Grey (FS 36440) undersides, and eight natural-metal (aluminum) P-40N/K. All aircraft carry the "star" national insignia and interesting unit insignia.

Our Brazilian friend, Sergio dos Santos, provides the following background information on the unit insignia: "This decal sheet is based on a book soon to be published telling the history of 1°/14° GAv stationed at Canoas Air Base while flying P-40s to F-5s. (1) On the instructions there is

no reference for the Shark Mouth markings provided on the decals sheet, but a few planes coming from Brazilian units in Natal Air Base carried the Shark Mouth. These aircraft operated for a short time in Rio de Janeiro. (2) Gepeto's Figaro Cat badge, from Walt Disney's film Pinocchio, was seen on 3°GpCa (Terceiro Grupo de Caça - Third Fighter Group) P-40s in 1945-1946, but it is not yet confirmed as an official marking. (3) The 'Jose Carioca' badge shows him in a very comfortable mood with a cigar and machine gun. This was the 3°GpCa badge from 1946 to 1951. (4) 'Zé Gaúcho' replaced 'Jose Carioca' on P-40s from 1951 to 1954 when the P-40s were withdrawn from use. This badge is still in use today,

The decals are, as usual for FCM, very well done: in perfect register with clear printing of even the smallest detail, and dense vibrant colors. Twelve national insignia are provided as well as two sets of rudder stripes. Also provided are unit insignia, serial numbers, fuselage and spinner stripes (some quite complicated), colored discs for the wheel hubs, and extensive stenciling.

The instruction sheet provides color side-view drawings of all aircraft, top-view drawings of three variations, and drawings giving the location of all the stenciling.

This is another excellent decal sheet from FCM. It is recommended to all modelers interested in the Brazilian Air Force or the Curtiss P-40. And, the distaff side of the family might even approval of a model with a cute little kitty insignia.

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[Editor's note: Although Doug Dildy has been cooperating with Frits Gerdessen and other Dutch friends on his monumental series on the Dutch Air Arms in 1940, the task is so enormous that Frits has some additions and corrections to the material that appeared in SAFO #112. What follows are Frits' comments followed by Doug's. They are presented here to give you some idea of the difficulties (and joys) of original research.]

p.130 "Sgt. Roos flew #229 (not #225). The wreck was salvaged in 1993, clearly revealing the correct serial."

Doug: Sorry, a typo. I changed it to #229 when Frits first gave me this information, but it must have reverted to an earlier draft and I did not catch the error while proof reading.

"#242 was flown by sgt. G. Burger (not Berger)."

"The Flying School at Texel did NOT attempt to use its D.21's and G.1 for local defense. It is completely unclear why the ML command did not require these aircraft."

Doug: My statement comes directly from Molenaar's History. It clearly states "[On] 11 May Kapt Zeters proposed to use his fighters (1 FG-1, 2 D-21, 7 D-17) for local air defense. He was then ordered to transfer 6 D-17s to Buiksloot." (English Extract of "AF Operations" from *De Luchtverdediging in de Meidagen 1940*, pg 31) Apparently while Molenaar's History may be official, it is not accurate.

p.131 "The aircraft that attacked the Grebbe on 12th May had orders to land at Soesterberg."

DOUG: Molenaar's History states, "In the afternoon an attack on German positions at the Grebbe was ordered. For the possibility of Flak damage some obstructions at Soesterberg were removed to provide an emergency landing ground." From this I assumed Soesterberg was a

diversionary base for, not the intended destination. (English Extract of "AF Operations" from *De Luchtverdediging in de Meidagen 1940*, pg 22)

"#650 was not able to takeoff since there was no compressed air to start its Hispano."

"The C.5 was slow, in comparison with current military aircraft, but EXTREMELY maneuverable."

Doug: The Fokker C.5 was a heavy, two-seat sesquiplane with limited engine power. In pilot terms, it "could not get out of its own way". While it was able to turn *tightly* relative to the Bf 109E, it did so very *slowly*. Thus as it turned in front of the attacking fighters, it presented a relatively stationary target. In fighter pilot terms, we refer to a slow but tightly turning aircraft as a "strafe rag" like the large white cloth panels stretched upon the ground used as targets for strafing practice. In my opinion (as a pilot) the C.5 was a "slow and ungainly" aircraft, not an "extremely maneuverable" one.

"The German airborne landing around Den Haag was a complete failure. When Holland capitulated, the army was well advanced with rounding up the isolated German resistance pockets, thereby using captured German equipment. Book: *De Schorpioen Slaet Toe* (The Scorpion Strikes) by F.s.A. Beekman."

p.132 "D.21 and C.10 mission. Shortage of ordnance?"

Doug: Several sources (Meyler, pg 74, and Roba, pg 18, among them) make it clear that by the fourth day of combat the ML was suffering from a chronic shortage of ammunition and bombs. While in the aggregate, there may have been plenty of bombs available in Fortress Holland for ML units, I believe the issue was a localized lack of ordnance by the units most heavily involved in the fighting. These

units had been flying multiple missions, and some of them had moved to small, concealed auxiliary airfields where there were no stockpiles. Given the chaos and paralysis that reigned by the last days, getting bombs to these units was undoubtedly difficult, if possible at all. I believe Molenaar's history supports this when it fails to mention bombing by C.5d and C.10 units during missions on 12-13 May 40.

"The 1-2 LvR aircraft flew directly from Soesterberg to De Zilk. They did NOT fly another mission."

Doug: True as corrected by Frits. Not sure where I got the idea otherwise.

"#652 flew to Ruigenhoek, but was sent on to De Zilk. NOT to Middenmeer, which had been abandoned on the 12th."

Doug: True as corrected by Frits. I guess I got confused with all the chaotic airfield changes during the last day's combats.

"Ypenburg was NOT cleared. The field was deliberately kept blocked. The 2 C.5's that flew to Ruigenhoek could take off outside the field. Apparently it was quite a job to bring dispersed aircraft to a suitable starting point."

Doug: True as corrected by Frits.

"There were NO C.5's at Ockenburg."

Doug: There were several ML aircraft at Ockenburg. Some were in storage, others had diverted there during the first day's combats. Apparently these did not include C.5d's. My mistake.

"After 1-2 LvR's aircraft were off to the Grebbe, FK.51's #407 and #428 took off to De Zilk. #428 landed short of its destination, at Voorhout."

Doug: Actually, according to Molenaar's History the two FK-51s took off for Ruigenhoek

because neither pilot was familiar with the small De Zilk auxiliary (or emergency) airfield.
 "3 G.1 Wasp were handed over in the afternoon of the 13th, and 3 pilots at once made training flights. Lt. Schoute made a VERY hard landing. In the meadow where we (the Fokker G.1 Foundation) found lots of spent cartridges, and live rounds, which may indicate that at least the gunner fired a lot."

Doug: Good amplification.
 p.133 "C.10's #700 and #706 were sent out. #706 returned, but #700 had to evade German aircraft and went south. When reaching Vlissingen the crew saw the local flying school departing to France, and joined them. #700 was taken over by the Armee de l'Air."

Doug: As with other points in the story of the ML in Meidagen, confusion arises easily from the contradictory reports and the lack of records. In this case it is between the stories of #700 and #705 (see below) that I thought was one in the same story but are not. I'm glad Frits clarified this.

"C.10 #705 was taken after the capitulation by a crew and flown out against orders. They spent the night at Walcheren and then went on to Mardyk (Duinkerken). #705 was abandoned and the wreck was still there in 1945. That the crew were the first to report for RAF service, is nonsense."

Doug: Henri Hegener, in his *Fokker—The Man and The Aircraft* (pg 98) states: "The fifth and final day of resistance, two C.Xs were ordered up on reconnaissance to report on German units closing on Rotterdam. One landed back at base, the pilot having located columns by the anti-aircraft fire his aircraft attracted; the other C.X, in which the occupants full well realized that further resistance was futile, set course for England, where they became the first Dutchmen in the Free Dutch Forces." Molenaar confirms: "Linschoten and Panhuys [the two air crewmen] went to England and returned after the war, having served with the RAF." (pg 20) It may be that since Linschoten and Panhuys were the first combat aviators to go across to England—all the rest of the initial cadre' were either Flying School students or instructors, that they merited the honor of being the "first Dutchmen in the Free Dutch Forces".

"In the afternoon NO fighters were flown."

Doug: I stand corrected. The second mission was indeed flown from 1045 to 1123hrs, not in the afternoon.

"As for the bombing at Rotterdam, they would never have been in time. The commander at Rotterdam was kol. Petrus Wilhelmus Scharroo, engineers. A highly qualified technician and authority in reinforced concrete."

Doug: I'm glad to finally have Scharroo's first name from a Dutch source. As you are probably aware, the Dutch eschew the use of first names except only in the most familiar cases, or at least they did back then. And English language publications unanimously report Scharroo's name as Philip.

p.134 "F.7a/3m #801 was NOT at Haamstede. The plane may have been written-off, most likely at Schiphol."

Doug: R. E. Hoebeke's extensive data base on "Aircraft Crashes in Zeeland" ("Neergestorte Vliegtuigen in Zeeland" published on the website www.hoebeke.com/nl/db-neergestortevliegtuigen.php3#B2) reports F.7s #801 and #803 destroyed at Haamstede on 13 May. My error was in reporting #802, which was actually destroyed there on 10 May during the first German air attacks.

"FK.56's at Haamstede were #82 and #87."

Doug: Again the source is R. E. Hoebeke's data base on "Aircraft Crashes in Zeeland", listing these two plus #86, destroyed on the 13th. However Molenaar, states that #86 was at Texel, along with #83 and #85. So Frits is most probably correct.

"NOT destroyed was C.5 trainer #627."

p.135 "G.1 #343 was NOT among the unarmed ones delivered in Jan.-Feb. 1940. These were #s 341, 345, 348, 349, 354 and 355. G.1's #342, #343 and #346 were already about to be delivered, fully armed. The 14th also #347 was delivered. In addition #350 and #357 were 98% finished and armed. #352, #356, #360 and #361 were also at Schiphol. This means that the temporarily deactivated 2-V-2 LvR might have received up to 10 G.1 Wasp when reactivated the 1st June. The remaining G.1 Wasp were in the Fokker factory or dispersal factories, in repair (#341) or final stages of assembly, except for the prototype (#340) which was in a military hangar at Schiphol."

Doug: Through this long and sometimes frustrating study, I have learned to appreciate

the fact that Dutch organization was not always very systematic, in this case resulting in the "first six" being numbered 341, 345, 348, 349, 354 and 355.

"The 10 D.17's were delivered from November 1933, thus in 1933-34."

Doug: Again, I stand corrected.

Photo captions

H. "#405 is a meteo plane. The under-wing racks are for the instruments. The photo was made in 1938.. In 1939-40 #405 served as meteo plane at Schiphol and #420 was lost in a crash at Stb 29 August 1939 (sgt.vl. Vierdag, vlm. Starink), then belonging to IV-2 LvR."

Doug: I regret to report that I supplied bad info on this caption. I have a photo showing a similar "wire cage" apparatus under the wing of a C.5d or C.10 and the explanation was that this was used for carrying and delivering "grenade-like" anti-personnel bomblets. Seeing the similar apparatus under the wing of the FK-51 in this photo, I assumed it must be same equipment and for the same purpose. I am glad too that Frits explained the fate of #420.

I. "Photo from album J.J. Singor, first copied by FG."

J/K. "G.1 Wasp at Schiphol in spring 1940, being completed (and armed) by Fokker. These were NOT the 6 unarmed G.1 Wasp, delivered in Jan.-Feb. 1940."

L/M. "Photos in NL(in Spanish) L report V.1191, first copied by FG. Taken during type tests at Schiphol in Oct.-Dec. 1939."

Doug: I acquired these photos at a flea market in Holland. It is nice to finally know the original source!

O. "Photo by (then) cadet C. R. Patist. Printed from original negative by FG. The plane was non-operational, belonging to 2 LvR."

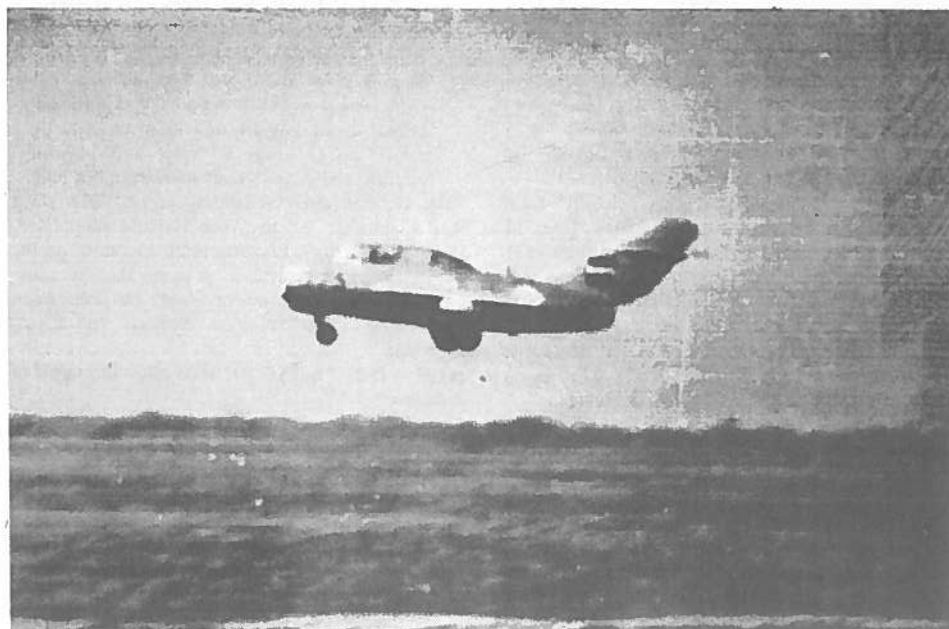
P. "FK.43 PH-CMQ. Throughout its military service it served with V-2 LvR. The plane was commandeered, but was only paid for late 1940."

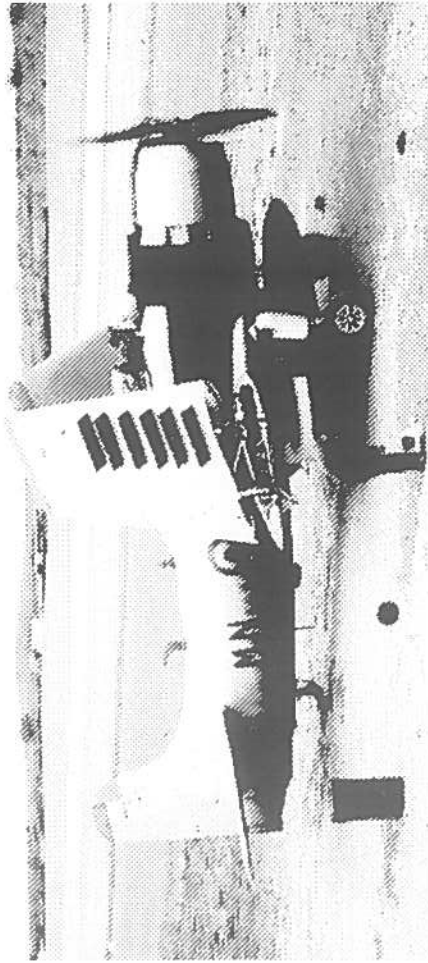
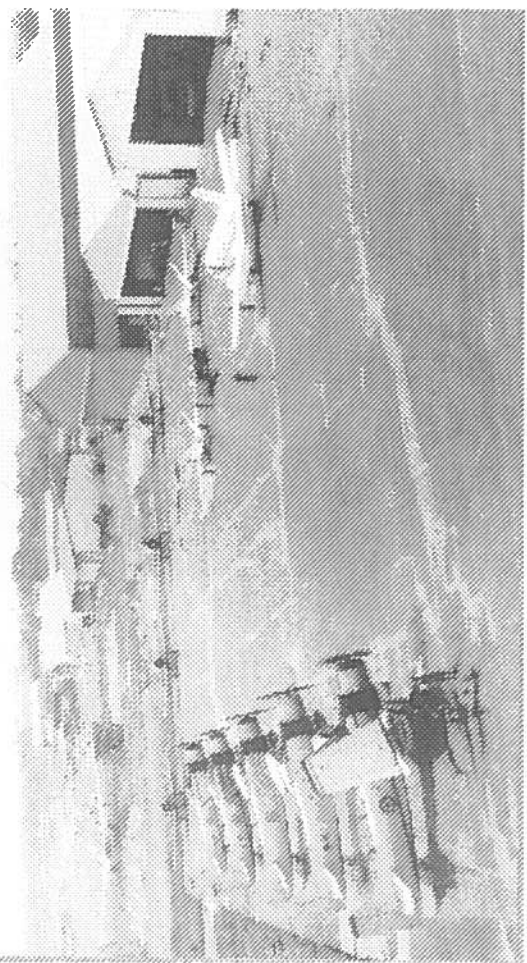
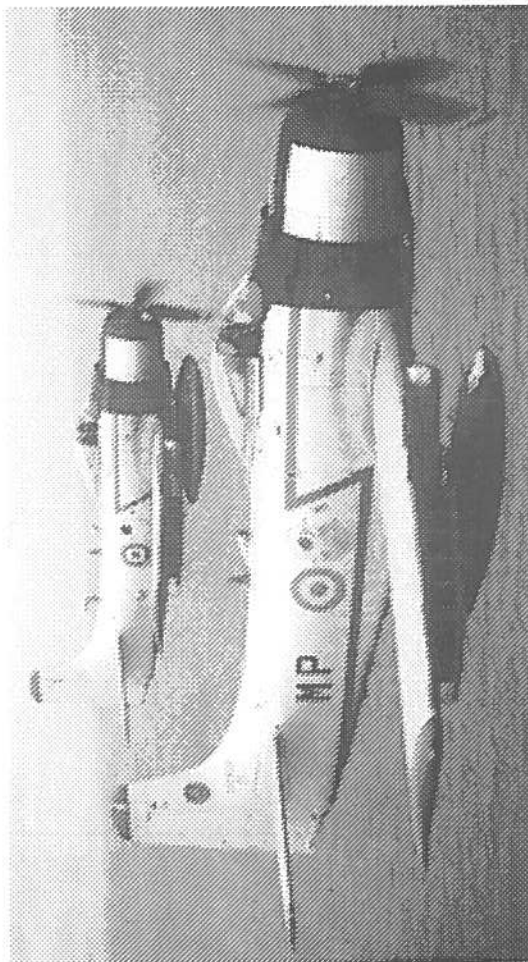
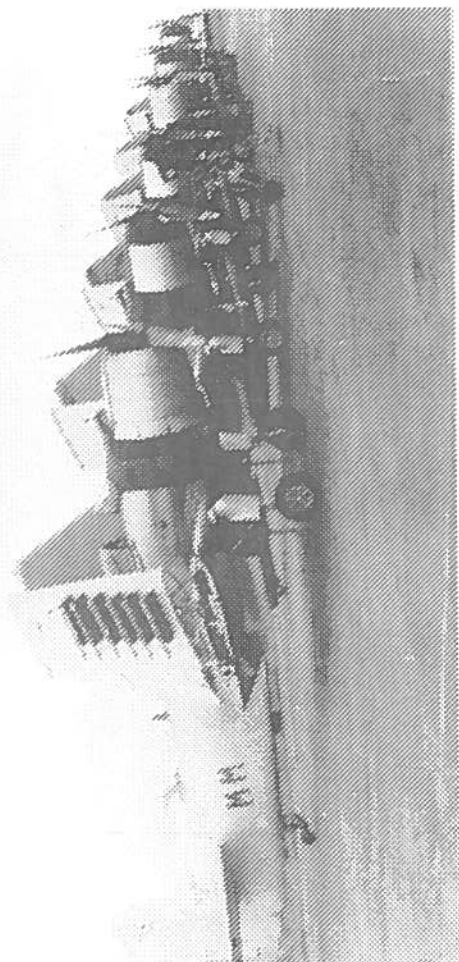
Frits Gerdessen, (SAFCH #12), Fijnscheerderstraat 12, 4204 ES Gorinchem, Nederland.

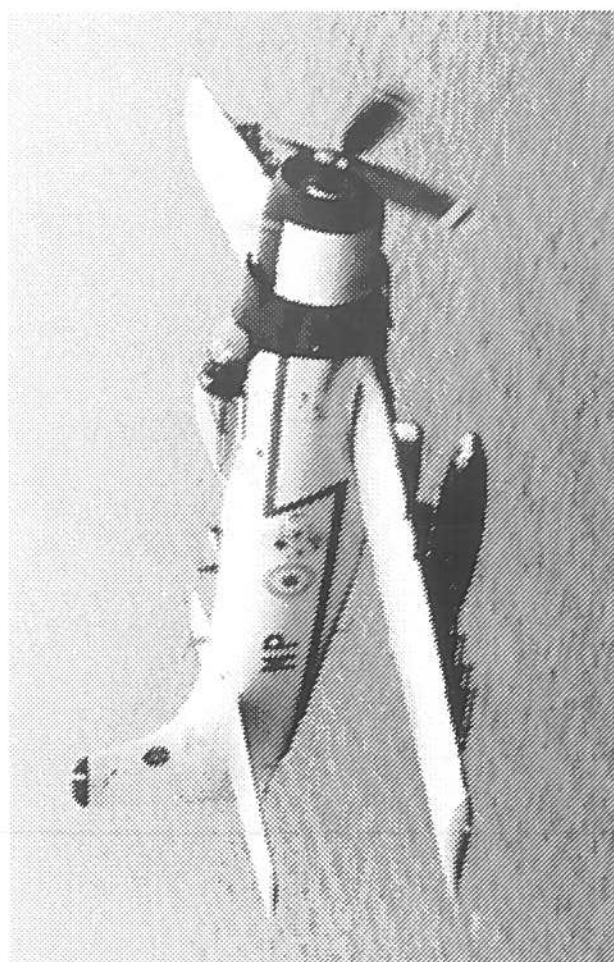
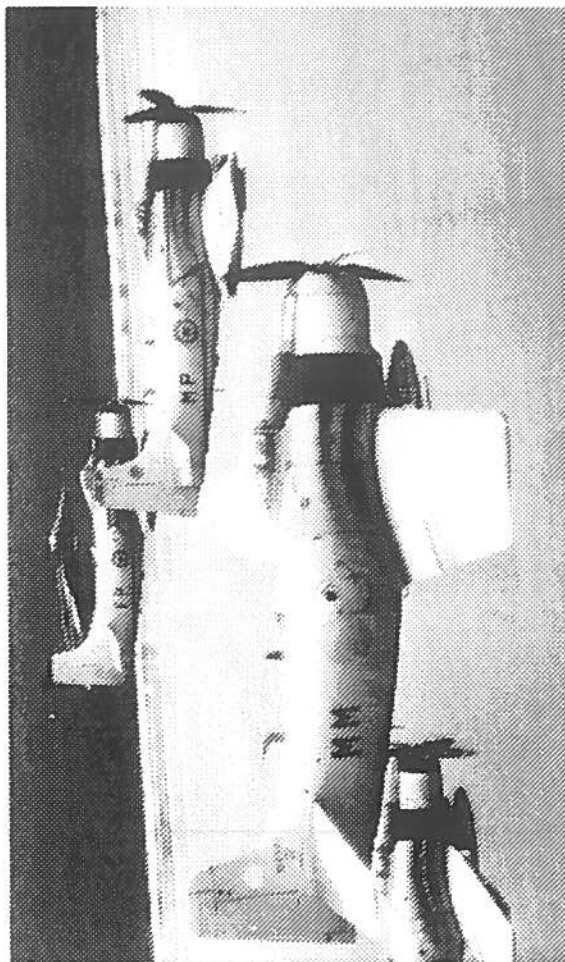
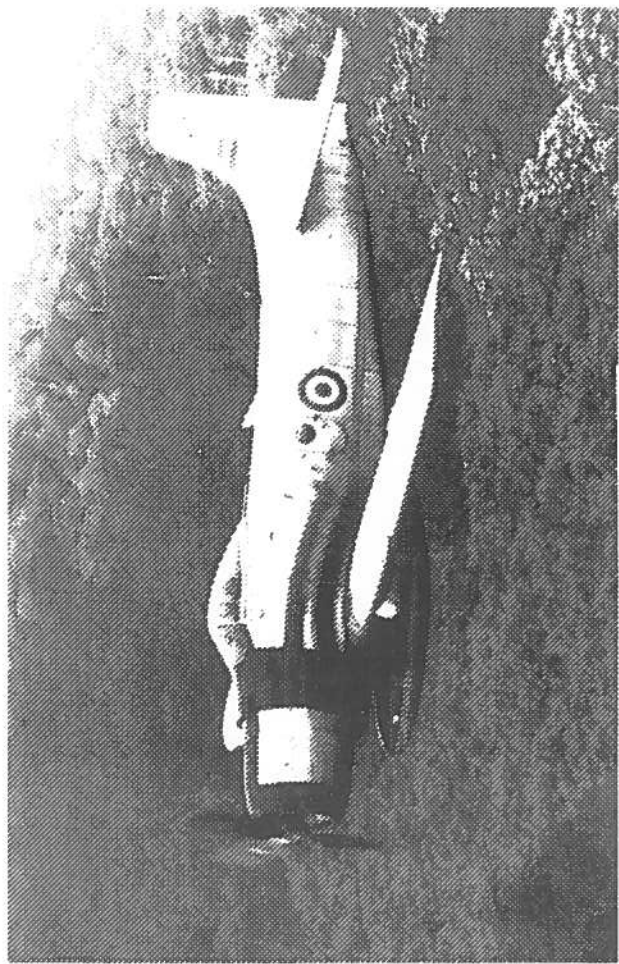
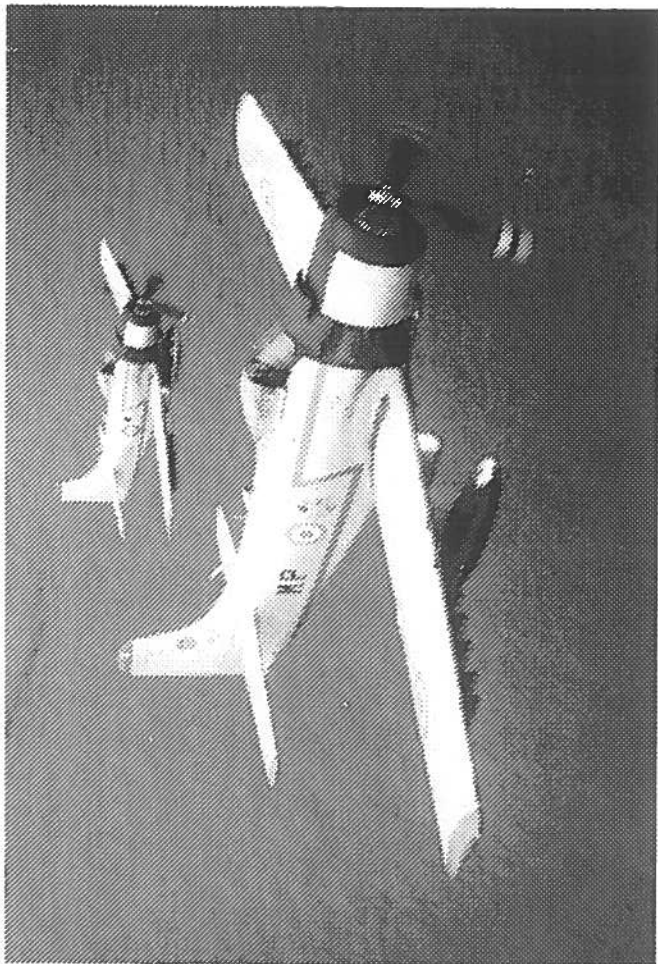
Doug Dildy (SAFCH #844), 3813 Madrid Dr., Albuquerque, NM 97111-3930, USA.

"In SAFO April 2005 you published a drawing of a MiG-15UTI with the markings used by the Hungarian Rebels in the Revolution of 1956. I enclose a photo of the same aircraft that I received some years ago from my long-time Hungarian friend Laszlo Javor. I hope our readers will enjoy it."
 Rudolf Höfling, Franz Koci-Strasse 4/12/23, 1100 Vienna, Austria.

[Ed: The photo is a little fuzzy, but it does verify the a/c number 1775' and the size of the flag on the vertical fin. There appears to be a painted-over patch where the fuselage insignia was.]







See more on the Gabonese Skyraiders on page 58